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# CANADIAN GEOGRAPHICAL JOURNAL



*A Moment to Remember*



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Photograph by G. M. Dallyn

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Opposite page:—*Her Majesty Queen Elizabeth II and His Royal Highness Prince Philip, Duke of Edinburgh, at the main entrance to the Parliament Buildings prior to the opening of Parliament by the Sovereign for the first time in Canada's history.*

Canada Wide



# Royal Visit— 1957

by SYLVIA SEELEY

N.F.B. photographs, except where credited

**"T**HIS IS, for all of us, a moment to remember."

Thus spoke Elizabeth the Second, by the Grace of God of the United Kingdom, Canada and Her other Realms and Territories Queen, Head of the Commonwealth, Defender of the Faith, when for the first time in our ninety years of nationhood the reigning sovereign opened a session of the Canadian Parliament in person.

Of all the many facets to which our memories must respond in this royal visit of October 1957, the most brilliant is that of the Queen herself. Within the four days between 12 October and 16 October she personified for us by her own gracious and graceful presence in our very midst all that the venerable institution of monarchy stands for, and which each nation of the Commonwealth has adapted to its own particular needs. In Canada our Queen showed that she understood this when she said: "This is a wonderful and exhilarating country, worthy of your very best service."

In the tidal wave of enthusiasm which engulfed Ottawa during the four-day royal visit we were so eager to show our loyal response to her that perhaps we overlooked the great fact that the Queen came to us to give rather than to receive. We decked our city bravely, and showed her ourselves, our armed forces, our school children; and in return she gave us an affectionate understanding and she warmed

our hearts with pride when she symbolized for us in her own radiant person the dignity of that great family of nations of which she is the supreme and most worthy emblem.

The Queen's home life is spent among her various residences, and let us not forget that Rideau Hall in Ottawa is one of them. The late Right Honourable Mackenzie King reminded the Queen's father and mother on their arrival in Canada in 1939 that they "had left one home to come to another"; and when the Princess Elizabeth and Prince Philip came to us in 1951, Mr. L. W. Brockington made the point yet more strongly in his well chosen words, "We are all part of one household".

There could be no doubt that the Queen was in residence at her Canadian home. All three branches of Canada's armed services were included in the Royal Household Guard to perform sentry duty.

The tale of the Queen's visit has been told and retold by press, radio and television to the very utmost, and yet our memories are still responding to every moment of those four resplendent days. One may grow tired of phrases weighted down with ecstatic adjectives, but we shall never weary of the inner meaning which those words endeavour to record. How radiantly the autumn sun shone on the morning of Saturday 12 October on the serried rows that sat in hangar number twelve at Uplands Airport, awaiting the moment of royal arrival.



*The Queen and Prince Philip on arrival at Uplands airport, where they were welcomed by The Right Honourable Vincent Massey.*

Newton



*Many thousands thronged the airport in their eagerness to greet the royal couple.*

Canada Wide

There were stands for school children armed with flags, stands for ministers of state and high officials, stands for diplomats from forty-five countries, and the whole scene fringed with cameras from every angle. Tension mounted as the red carpet was unrolled, and a small red platform placed for the Queen. The Prime Minister and Mrs. Diefenbaker arrived and then the Governor General. With dramatic suddenness the wide doors of the hangar opposite were thrown back revealing the Royal Canadian Air Force guard of honour, one hundred strong, who marched forward in review order, to the magnificent strains of the Air Force band.

*She comes ! She comes !!*

A roar of cheering greeted the great silver bird as it taxied serenely down the runway after fourteen hours of trans-oceanic flight, and came to a halt with exquisite precision, the entrance exactly opposite the narrow strip of red carpet, and as the silver door opened the

slim and graceful figure of the Queen appeared with the Duke of Edinburgh — the *beau idéal* of a prince—towering up behind her. There she stood for a moment, her crimson coat trimly silhouetted against the shining wall of the British Overseas Airway Corporation's plane DC-7C that had brought her safely from her London home to her Ottawa home. A fanfare welcome rang out from seven silver coronation trumpets, played by the Coronation Trumpeters who are members of the Royal Canadian Air Force central band, stationed at Rockcliffe, Ottawa. Then she came down the ramp and stepped — straight into our hearts. Shakespeare reminds us that it was the ancient custom for reigning monarchs to address each other simply by the name of their respective countries. As a traveller she came to us as just "England". Then she stepped onto a small platform, and became "Canada" as she accepted the salute and homage of her Royal Canadian Air Force with becoming grace and dignity, and a full



understanding that the Canadian conception of monarchy has a slightly different flavour to the old-world conception that is held by her elder partner.

That same morning she had risen at five o'clock to be able to greet her Canadian subjects by daylight and so that some 500,000 people who lined the roadway might have a chance to see the royal cavalcade. Those who followed in the rear of the procession soon found out the weariness of joggling along at the snail's pace incumbent on a royal progress, for fifteen miles over the circuitous route which eventually led to Government House, but there was no weariness in the smiles of the Queen or the Prince as they responded with genuine pleasure to the welcome accorded to them by the crowd and later by the great gathering of press writers and photographers for whom she held a reception immediately on her arrival at Government House.

Both her father and grandfather often stressed the fact that amidst the trappings of royal splendour, the human side of life is no different to that of ordinary people. They could say with King Richard II in Shakespeare's play:

I live with bread like you, feel want,  
Taste grief, need friends.

Our Queen too, has shown herself as much interested in home life as any other wife and mother, but in addition to this she has a very different function to fulfil. She must in her own self symbolize the historical pride of all our race. These different phases of her life appeared in brilliant contrast during the simple ceremonies of Sunday 13 October, and the resplendent pageantry of Monday 14 October respectively.

On their way to church service at Christ Church cathedral the Queen and Prince halted at the War Memorial to lay a wreath that had

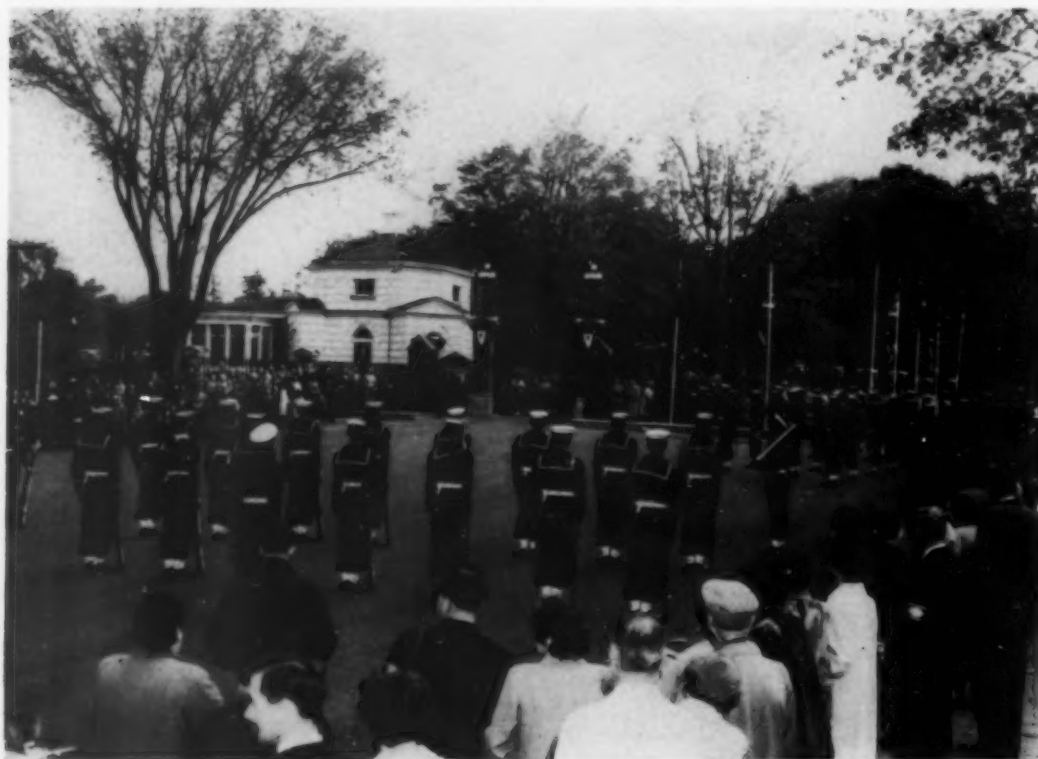
*Her Majesty inspecting the Royal Canadian Air Force guard of honour at Uplands.*





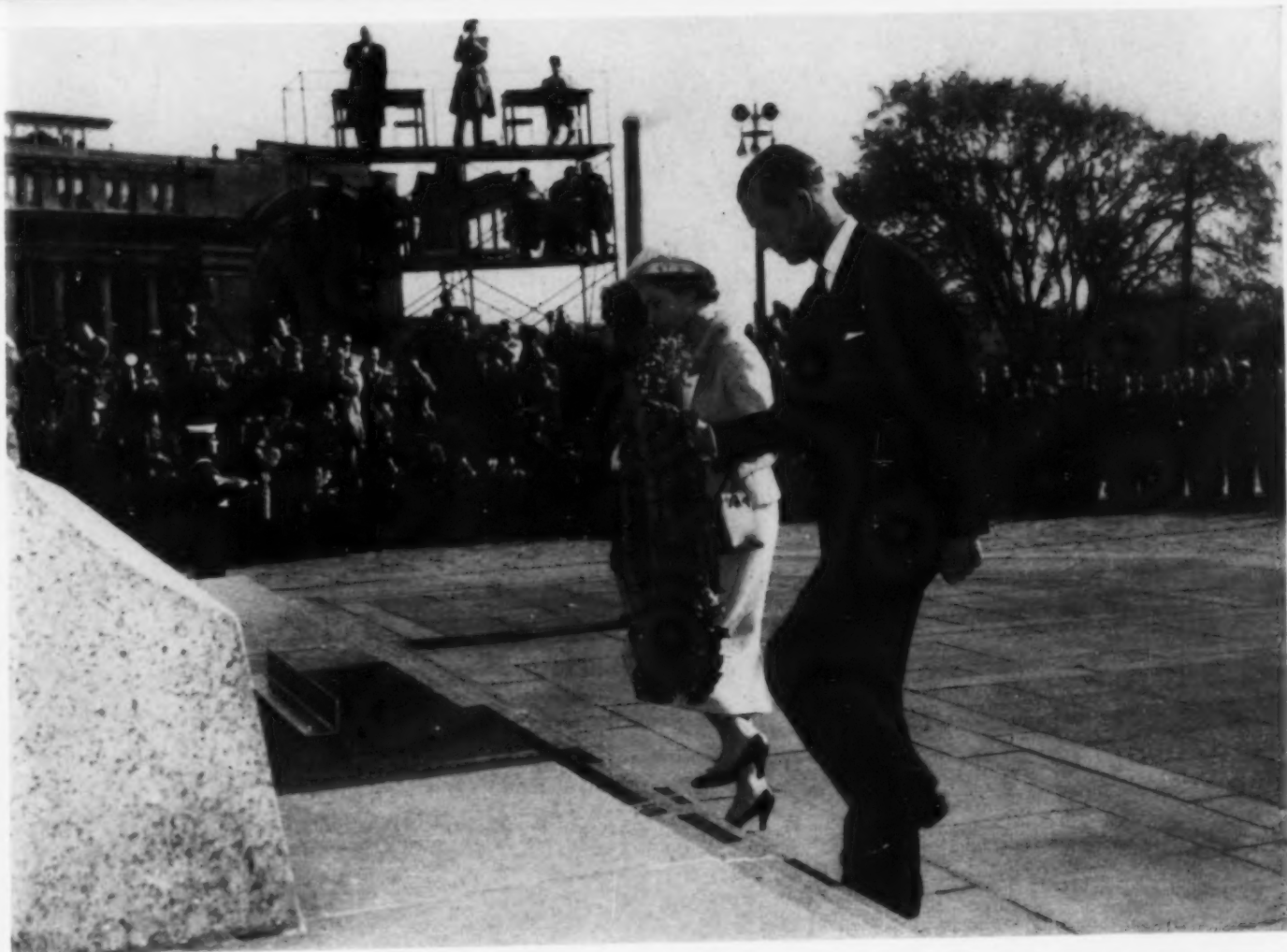
*The Queen and Prince Philip as seen by thousands who lined the streets of Ottawa on Sunday morning.*

*Naval guard at the gates to Government House. The guard was changed at noon each day, the three services standing guard in turn.*



*Right: — Memorable scenes at Canada's National War Memorial.*

*Canada Wide (lower right)*







*After the wreath-laying ceremony, the Queen, accompanied by the Minister of Veterans Affairs, greeted war veterans.*



been fashioned by the hands of disabled war veterans out of oak and maple leaves with blue cornflowers. The Queen has the gift of investing all she does with a personal interest; the finished grace with which she performed the ceremony might have betrayed considerable practice in such doings, and yet in every look and gesture there was the unflagging interest and deep reverence which suggested she was doing this for the first time. It was a religious ceremony as man and wife advanced together sharing the weight of the wreath (it weighed nine pounds) which they placed on the monument in honour of the wartime dead. After a youthful trumpeter had poured out the clarion tones of the reveille,

*At Christ Church Cathedral, the Queen was met by the Dean, who conducted the service.*





*At the conclusion of the service, the Queen shakes hands with the Bishop of Ottawa on the steps of the Cathedral.*

Newton



*The Queen addressing her people by radio and television from Government House on Sunday evening.*

came the happy moment for each veteran warrior; it was in her capacity as a young and lovely woman full of sympathy that she spoke to them and noted the shining medals bearing the images of her father, grandfather and even her great-grandfather. At the corner was one veteran standing rigidly to attention (with the aid of a stick) whose medals bore the stately profile of Queen Victoria. He had won them in the Sudan war fighting under Lord Kitchener's command in company with a certain young Lieutenant Winston Churchill. He had plenty of other medals too, as he had fought in South Africa and throughout the First World War\*.

As for Prince Philip, he could hardly tear himself away from his former comrades in arms, and scarcely avoided being late for the special Thanksgiving service, where the Bishop of Ottawa and the Dean were waiting on the Cathedral steps to welcome them. In his sermon the Dean reminded them that it was almost 400 years ago since the first Thanksgiving was held on Canadian soil by those toil-worn mariners,

Sir Martin Frobisher and his company of seafarers. Then it was the good people of Halifax who proclaimed the first real day of Thanksgiving when this land was formally transferred to British jurisdiction in 1763, and that finally it was the Queen's great-great uncle, the Marquis of Lorne, then Governor General of Canada, who officially instituted Thanksgiving Day in 1879, "as a day of Thanksgiving to Almighty God for the blessings with which the people of Canada have been favoured."

Amongst the congregation at this service sat a certain Mr. Vincent Massey, a man temporarily "out of a job", and whose sole duty was to act privately as host to a charming young couple. Like many private citizens, when it came to the state opening of Parliament by Her Majesty, he watched it on television.

While Sunday showed us the Queen as a lovely and sympathetic woman, Monday revealed her at the very height of her regal pomp and splendour. We all thrill to some great and solemn moment when we see history being enacted before our eyes, when something is a splendid "first" that has never happened before. For Canada, one of these most memorable events took place on 14 October 1957, and the fortunate citizens of Ottawa were there to witness this magnificent occasion. For the first time in history the reigning monarch came to open the Canadian Parliament in person. The fact that the monarch in question was young and lovely and that the day itself enhanced every natural beauty of the occasion was like an added bonus to the joy of those many thousands who revelled in the glory of the warm October sunshine to witness their Queen coming to open their Parliament in their own capital city. Fanfare, colour, music and splendour dazzled the senses on every side, but when the Queen appeared she out-dazzled them all. Owing to the clemency of the weather, there was nothing to hinder or impede the view of the Queen and Prince as they rode in an open state carriage along the streets of the city. Some could remember seeing the Queen's parents drive through Ottawa in that same four-horse landau, eighteen years ago. The carriage, maroon in colour, richly painted with the royal coat of arms, was built in the sister-

\*Frank Brissett of Eastview. Formerly Second Battalion, Rifle Brigade, in England, Thirty-Second Battery, Royal Artillery, Canada.

dominion of Australia, and was brought to Canada by Earl Grey when he came here as Governor General in 1904. It is drawn by four horses, the two on the near-side being ridden by postillions in traditional costume. Preceding the royal carriage rode the imposing escort of the Royal Canadian Mounted Police, superbly gay in their famous uniforms, carrying their lances with fluttering pennons. Eight feet behind the carriage rode the colour party, followed by a trumpeter and sixteen men riding four abreast. The coal-black horses, in their own equine way looked just as gay as their riders, and in due course they too came in for their turn of Queenly solicitude for the part they played in the splendour of the procession.

The sun poured down on the twinkling diamonds of the Queen's tiara, a regal heirloom that had formerly been a silver wedding gift to

Queen Alexandra, and was later worn by Queen Mary who bequeathed it to her grand-daughter, Elizabeth, our Queen. She wore it at the openings of parliament in Australia, New Zealand and Ceylon, and there was not so much as a pane of glass to hinder the view of the delighted multitudes. The Queen was regally attired in the gown which she had worn at her coronation in Westminster Abbey and which was designed to pay compliment to all her people. It bears the emblems embroidered in resplendent jewels of England's Tudor rose, the thistle of Scotland, the shamrock of Ireland, the leek for Wales; the wattle flower of Australia, the fern of New Zealand, the protea for South Africa, ears of wheat for Pakistan, lotus flowers for India and Ceylon, and then in green silk bordered with gold bullion thread and veined in crystal we see the pattern of our own Canadian maple leaves.

*The crowds cheered at the magnificent spectacle afforded by their Queen in all her regal splendour, her jewels sparkling in the sunshine, seated with Prince Philip in a horse-drawn landau, and attended by a guard of honour from the Royal Canadian Mounted Police.*

Newton







*The Queen and Prince Philip arrive in the state carriage for the opening of the first session of Canada's twenty-third Parliament.*

Newton

The guard of honour rode ahead and behind the royal carriage and there was nothing to hinder our unclouded view of this magnificent cavalcade, nothing more formidable than the heads of our fellow sightseers. And even that difficulty was obviated when the Queen and her consort stood for several moments on a projecting platform in front of the Peace Tower, with the sunlight falling full on every jewel that she wore and lighting up the happy features of the Queen and her gallant Prince. Hand in hand they proceeded slowly through the Hall of Fame to take their places at the head of the brilliantly crowded Senate chamber. After the Gentleman Usher of the Black Rod, Major C. R. Lamoureux, had summoned the faithful Commons in traditional manner, engendered by certain flagrant parliamentary in-

discretions committed by King Charles I more than 300 years ago, the Queen epitomized the whole situation in her first few words, "I greet you as your Queen; together we constitute the Parliament of Canada. For the first time the representatives of the people of Canada and their sovereign are here assembled on the occasion of the opening of Parliament."

How strongly our Commonwealth tie is reinforced by this identification of the Queen's very self with her Canadian Parliament. Together *we* constitute . . .

In the concluding words of her official speech she quoted most aptly the words addressed to the English Parliament by her predecessor Elizabeth I: "Though God hath raised me high, yet this I count the glory of my crown, that I have reigned with your loves." And now,





*The Queen and Prince Philip, advancing hand in hand, approach the throne in the Senate Chamber.*

*Photograph on following two pages:—Historic scene in the Senate Chamber as the Queen, with Prince Philip beside her, listens to the address of the Speaker of the House of Commons, when he prays Her Majesty for liberty of speech and all customary privileges.*









*For the first time in Canadian history, the speech from the throne is read by the Sovereign in person.*



in the New World I say to you that it is my wish that in the years before me I may so reign in Canada and be so remembered." It was a most stately and formal occasion and the Queen spoke her words with superb and solemn dignity and yet she let us know that she is keenly alive to the enjoyment rather than to the burden of her duties. There is nothing forced in those happy smiles with which she repays our cheers, and moreover the closer we are to her, the more obvious is the lively interest that accompanies those smiles. If she asks you about your work, she asks because she wants to know and not merely as a routine courtesy.

As for Prince Philip, his breezy gaiety is a delight to all with whom he speaks on social

*The Royal Standard flies from the Peace Tower.*

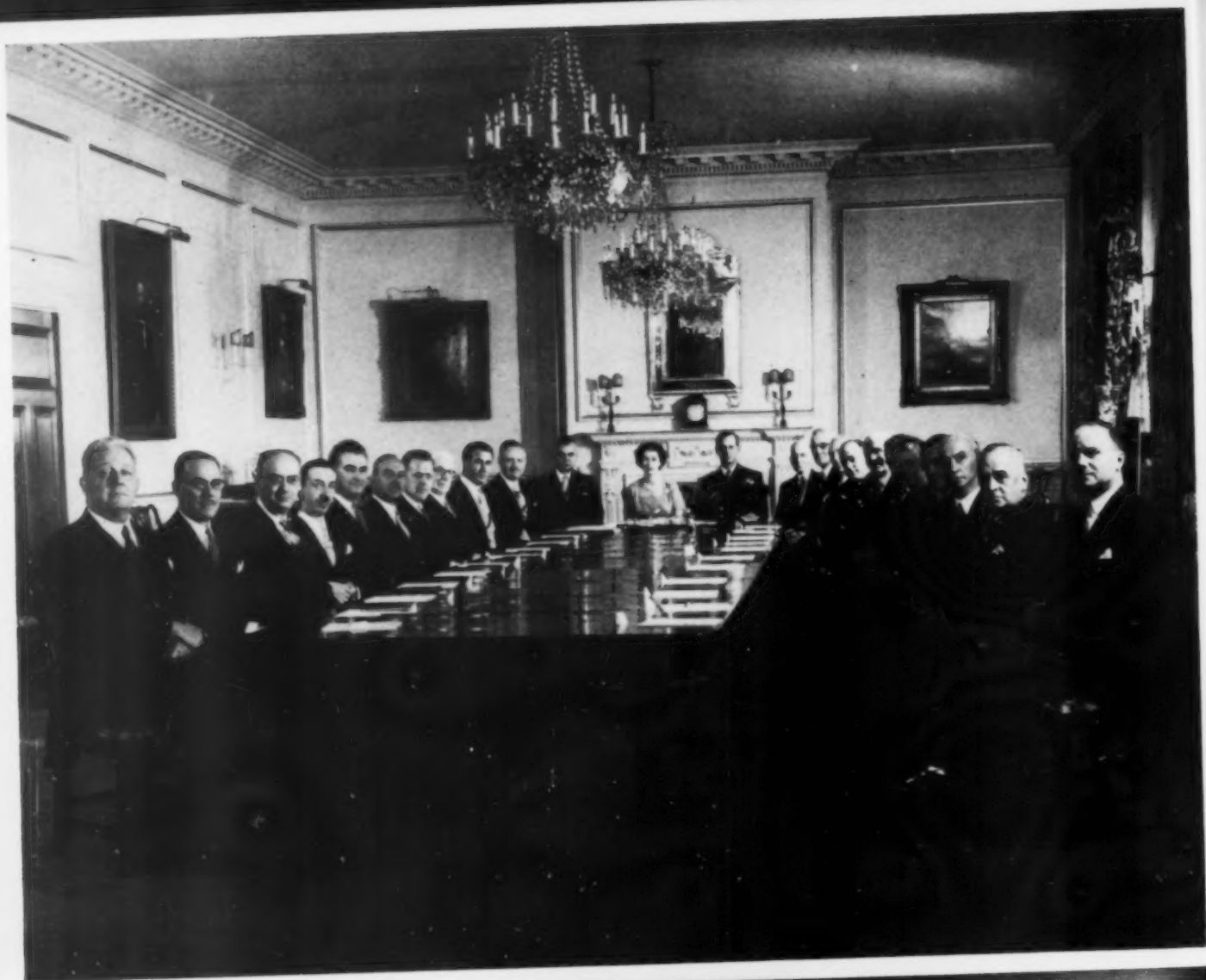




*The Queen, attired in the maple-leaf-of-Canada dress, at the state reception at Government House.*

occasions, but on formal occasions he stands entrenched like the rock of Gibraltar behind the Queen to lend her every support. He also has the happy knack of seeking his own line and using his position to help her people by the most modern and practical methods. His broadcast, given on Tuesday 15 October on the meeting of The Duke of Edinburgh's Study Conference at Oxford, offers a singularly interesting comparison to the efforts made by Queen Victoria's consort just one hundred years ago. Struggling against the heavy backwash of the Industrial Revolution, Prince Albert fought night and day to improve the trade of the nation and the condition of the workers. Prince Philip in a happier, healthier age faces the problems of industrial welfare with the advanced thought and intelligent

concept of a man who understands the impact of industrial and social conflicts in a crowded era. In his broadcast from Government House the Prince spoke of his study conference at Oxford, saying "It's the people that come first, their life in and out of working hours is the only really important thing—particularly in any country that professes to be democratic." So thought Albert in the industrial fog of a century ago. So thinks Philip in the labour-management fog of the atomic age. We may be proud of those princes who so devote their mental energies to the welfare of the people. Prince Philip's interest in all things scientific and progressive was formally acknowledged in Ottawa by the presentation to him of a diploma of honorary fellowship by the Royal Society of Canada. This Society was founded in 1882





*The Queen and Prince Philip visit the city of Hull in the Province of Quebec, where they are greeted by the Mayor of Hull and Mrs. Moncion. In the Council Chamber of the Hotel de Ville the Queen and Prince sign the Livre d'Or.*

by the Marquis of Lorne, "to promote the arts, literature and science for the best interests of Canada". In the deputation who waited on the Prince at Government House for this function was that famous "Son of the North", Dr. Charles Camsell, C.M.G., a past president of the Society, and also the first president and now honorary president of The Royal Canadian Geographical Society. It is notably with men of such mental calibre that the Prince delights to talk.

If Monday was a day of parliamentary history, diplomatic receptions, state banquets, and still more receptions for all the ambassadors and high officers of state (at which the Queen appeared in the now famous "maple leaf dress of Canada" as a compliment to the country), Tuesday was essentially a civic day.

Starting early, the Queen and Prince entered the Province of Quebec, and received a welcome of Gallic warmth from the Mayor and corporation of the city of Hull and a most vociferous acclaim from the Hull school children. After a ceremonious reception at the City Hall, there followed a long, slow processional drive in an open car to Hurdman's Bridge, where the bands of the Governor General's footguards, and the Cameron Highlanders of Ottawa were making a tuneful welcome. The Queen was attended by her Canadian military equerry, and on her arrival, the royal standard was broken out by a petty officer of the Royal Canadian Navy. The Mayor of Ottawa and Mrs. Nelms received the royal couple and conducted them to a scarlet, flag-decked dais. Then the Honourable

*Upper left:—Her Majesty presides at a meeting of the Committee of The Queen's Privy Council for Canada, held at Government House.*

*Left:—A deputation from the Royal Society of Canada presents Prince Philip with a diploma of honorary membership, which has been conferred on him by the Society. The Prince signs the Society's roll of members.*





*At the inauguration of the Queensway project, the Queen electrically set off a charge of dynamite to make the first excavation for this new four-and-six-lane highway across Ottawa.*

Newton

Leslie Frost, Q.C., Premier of Ontario, addressed the Queen asking her to inaugurate the project of constructing the new Queensway that is to be part of the trans-Canada highway system, a ten-mile stretch of four-and-six lane highway across the city limits of Ottawa. It was easy to see, when the Premier finished speaking, that the Queen's interest and pleasure were very real as she arose and walked across the platform to press a specially installed electric button which detonated the first blasting operation to signify the beginning of the highway construction. Slowly and amid glad cheers all the way the royal couple proceeded with smiles and hand-waving on the long drive back to Government House.

Yet another simple ceremony awaited the

smiling, tireless Queen on this splendid sun-drenched Tuesday afternoon. Through the pleasant grounds of Government House, clad in the warm tones of an autumn maple leaf, she came wandering among the sun-spangled trees accompanied by her host, Mr. Vincent Massey and his dog, a lovely golden labrador who bears the vice-regal name of Dufferin. Together they approached a neat circular trench where stood a young red maple tree of twelve years' growth. A shining silver spade with polished ash handle was handed to the Queen who forthwith threw some loose earth over the roots, thus for the second time officially planting a tree in the warm rich soil in the garden of her Canadian home. Just six years earlier she had planted a hard maple when she

came to us as heiress to the crown she now wears.

The sands of time were fast running out, and the Queen and Prince Philip spent the last evening of their visit dining informally at the home of the Prime Minister of Canada and Mrs. Diefenbaker with their guests.

Those responsible during the Queen's visit may well have prided themselves that all their carefully planned schedule had gone like clockwork. Yet even so, time must occasionally be found for unscheduled events. It is true that Prince Philip had taken time out for duck shooting, but this time it was a fish that broke in upon the royal time-table. Not just "a" fish, but the royal fish, a 350-pound sturgeon. Not for ten years had a sturgeon been caught off the coast of Nova Scotia, but the manager

of the Acadia fisheries knew that every sturgeon caught in British waters was by ancient law the property of the reigning monarch. The owner of the boat which caught it obediently offered his royal fish to the royal lady. The fish was promptly packed in ice and flown to Government House by a special aeroplane of the Royal Canadian Air Force. The Queen, who knows something of fishing at home in her own Scottish rivers, laughed merrily when she inspected the monster catch and was graciously pleased to accept such an unusual gift.

Much has been said about royal graciousness, but there is certainly nothing conventional about the Queen's smile. Doubtless it is a part of her duty but she lets the world see very plainly that she knows how to enjoy her duties. Perhaps it was an ordeal for her to

*The Queen plants a red maple tree in the grounds of her Canadian home.*

Canada Wide





*Ottawa schoolchildren cheer the Queen and the Prince at Lansdowne Park.*

appear for the first time on a live television broadcast; Prince Philip is an old hand at it by now and he may well have taken unbounded pride in his wife's triumphant success. There was nothing forced in her clear, genuine statement, "I want you to know how happy I am to be in Canada once again, particularly at Thanksgiving." And she not only said it, she looked it. Again, in reference to the opening of Parliament, she made it obvious that this solemn task was no burdensome duty, but something she was going to enjoy. There was the unmistakable ring of truth in her comment, "I am very much looking forward to performing this duty." Later in her speech she referred to her visit to the United States as another

"important and pleasant duty". The Queen looks at her profession from all sides and contrives to make the very best of it. She has youth, health, and a happy home life to support her through what she terms "those long periods when life seems a small dull round."

The morning of Wednesday, 16 October, dawned grey with sorrow at her departure. The departure scene at Uplands was somewhat of a replica, visually, of the arrival; but in our hearts we all felt different. She had come to gladden us in a nation-wide family sense; now she was leaving us to visit the friends "next door". But she herself bid us all remember that whether it was next door, or at any other door, she was always Queen of Canada. As if by way



*The Queen and Prince wave farewell from the R.C.A.F. plane that is to carry them to the United States.*

of suiting the mood, the day dressed itself in a grey morning mist; and she too was dressed in grey. On her long drive to the airport, she had visited Lansdowne Park where the assembled school children dispelled once and for all that legend that Canadians do not know how to cheer. They rent the welkin, and were well rewarded by the eagerness with which the Queen and the Prince responded and cheers followed the royal procession all the roundabout route to Uplands. On arrival, the Queen inspected a guard of men of the Atlantic Command of the Royal Canadian Navy and then, after the usual salutes and ceremonial leave-takings, it was the Royal Canadian Air Force which had for the first time the honour of transporting the reigning sovereign. With heart-warming smiles and hand-waves, the Queen and Prince mounted the ramp and entered the unique C5, operated by Number 412 Transport Squadron, based at Uplands, a plane that has flown princes and governors all around the world, and has won a name for itself by landing its distinguished passengers on the dot of the scheduled moment exactly where the guard of honour waits.

The great plane took off, all eyes straining



to watch till it was air-borne. The Queen is gone but she has left us with the promise to return in honour of one of the greatest engineering feats ever attempted by Canada or any other country.

Your Majesty, Your Royal Highness, with happy expectancy we await your return.

\* \* \*

*Bon voyage!*  
Canada Wide photo



On Wednesday, 16 October, after two and a half hours' flight from Ottawa, the Royal Canadian Air Force C5 brought Her Majesty and Prince Philip to the Patrick Henry Airport at Williamsburg, Virginia, where they were welcomed by the Chief of Protocol for the United States. It was a happy thought that the Queen should land first in the state that had been named in honour of her predecessor and namesake, Elizabeth I, by that gallant explorer, Sir Walter Raleigh, and then to visit Jamestown named for her ancestor, King James I of England and Scotland, some thirteen years before the Pilgrim Fathers even thought of sailing for Plymouth Rock. The year 1957 marks the 350th anniversary of the noble venture of Captain John Smith who led the

first permanent settlement from the Old World to the New, and this event is being celebrated in Jamestown Festival Park. Here the Queen and Prince Philip saw a reconstruction of the original James Fort of 1607, and on the James River nearby lay models of the three little vessels in which the daring settlers had crossed the Atlantic, the largest being the hundred-ton *Susan Constant*, which with the forty-ton *Godspeed* and the twenty-ton *Discovery*, set sail down the River Thames from London on 20 December 1607, "to find a safe port . . . on the coast of Virginia". From the oldest settlement the Queen and Prince then drove to the oldest academic building in the United States, the College of William and Mary at Williamsburg, which with the aid of Rockefeller millions

*The Queen and Prince Philip, passing between lines of United States troops in the uniform of seventeenth century pike-men, on their way to the Jamestown Festival.*

A.P. Wirephoto





*President and Mrs. Eisenhower entertain the Queen and Prince Philip at a state dinner in the White House.*

A. P. Wirephoto

has been restored to the old-world charm of pre-revolutionary days. The royal couple took part in more celebrations held at the palace of the Governor of Virginia, and again at the Williamsburg Inn, where they were entertained to dinner by the celebration commission, and at this inn they passed their first night on United States soil. From Williamsburg the next day, President Eisenhower's plane, Columbine III, conveyed the Queen and Prince to the Washington National Airport, where they were

received by the President with full military honours and conducted in procession to the White House.

The royal visit in Washington was a rich succession of state functions and formal entertainment as befits a city that is the seat of government and the residence of the *corps diplomatique*. For colour and drama the highlight was the reception after the Queen's dinner in the British Embassy, when the Commonwealth guests stood in a semi-circle as the





*Papers from the headquarters of the British Army during the American War of Independence are presented to the Queen and Prince Philip by the President and Mrs. Eisenhower.*

A.P. Wirephoto

Queen on the arm of the President, preceded by two pipers of the Canadian Black Watch playing "Over the Seas to Skye", came down the steps to greet them.

On Sunday night the Queen, after a splendid state dinner given by her senior ambassador at Washington, was at last able to fulfil her long-expressed wish of seeing New York. She had indeed flown over the city when she visited the States as Princess in 1951, but poor visibility had then blotted out the view. And even this time she only had one day to see it all. But what a magnificent whirlwind of a day her eager hosts had arranged for her. There was the ride

in the ferry-boat to the tune of everything which had a whistle to blow in New York Harbour, fire-boats shooting fountains of water a hundred feet high into the air, navy blimps overhead and helicopters circling over the royal ferry-boat from Staten Island to Manhattan. The Statue of Liberty, Mayflower II, and the skyscraper outlines of Manhattan all loomed into view. Then there were the vociferous crowds lining the streets all the way to the City Hall, and the tall buildings all veiled in a haze of ticker-tape, coloured paper streamers and confetti which rained down from



*New York goes all-out to greet the Royal visitors as confetti and ticker tape shower down on Broadway.*

A.P. Wirephoto

everywhere as wave upon wave of cheers arose from every vantage point.

The Queen and Prince were entertained at a resplendent banquet by the mayor, and then followed a visit to the United Nations where the Queen addressed the assembly, after which she and the Prince talked with many of the delegates. The afternoon was filled with visits and adventures till the evening when the English Speaking Union and the Pilgrims held a magnificent festival at the Waldorf Astoria in honour of the royal visitors. After that came the great Commonwealth ball given by the Commonwealth societies in New York at the Seventh Regiment Armoury, where 4,000

guests awaited the Queen and Prince. The band played her favourite waltzes but the Queen was too busy to dance; there were soldiers, sailors and men from many veterans' organizations to be spoken to. It seemed as if the happy crowd would never let them go, but however late the hour, the Queen appeared gay, fresh and smiling and with an alert interest that never failed, until at last the giant B.O.A.C. aeroplane carried her off into the restful darkness of the night. The memories of friendship and understanding which the Queen and Prince have left behind them will shine like a beacon on the pathway of the days to come.



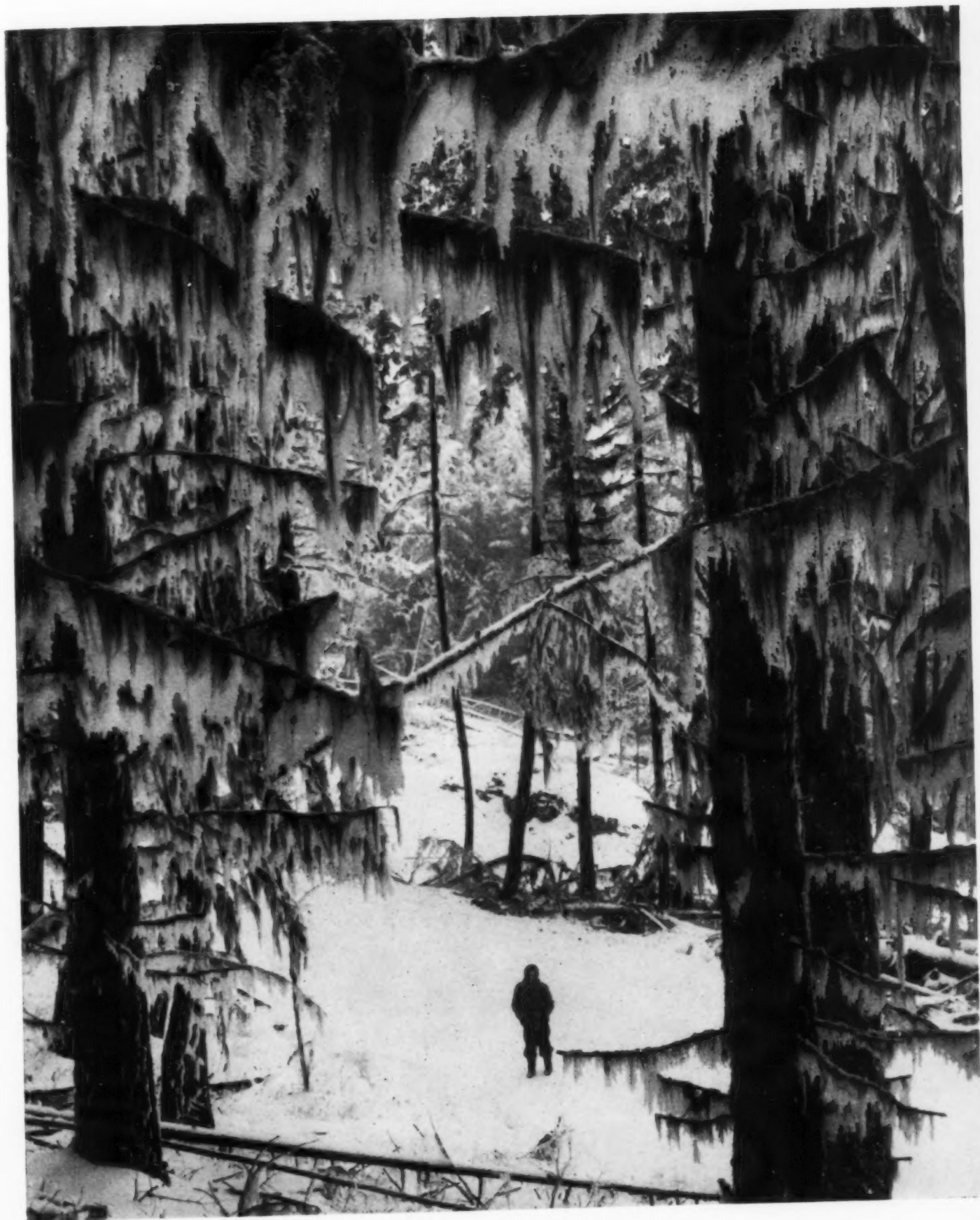
## Winter Artistry

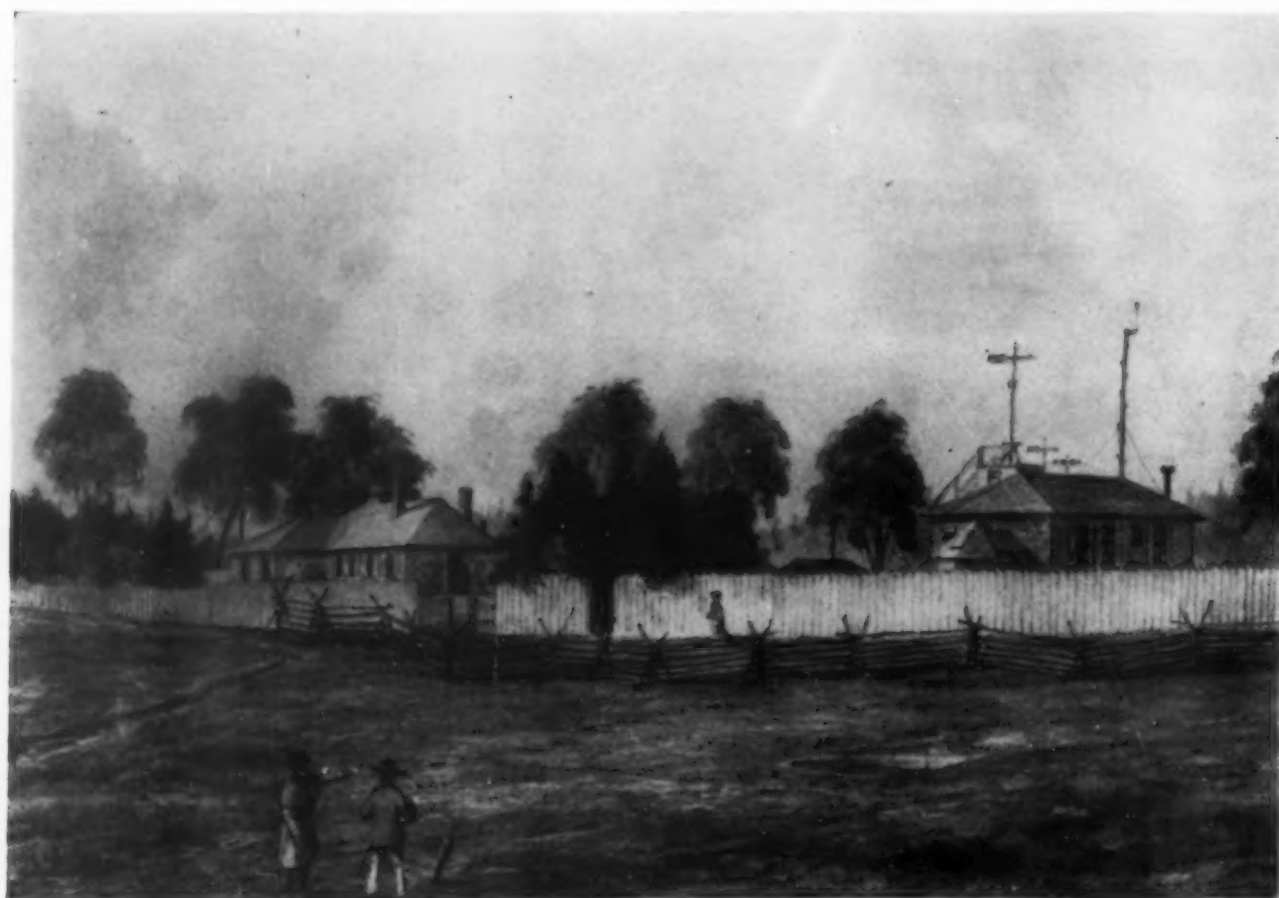
in the Okanagan District  
of British Columbia

by DONOVAN CLEMSON









*The Meteorological and Magnetic Observatory at Toronto in 1852, from a water colour painting by William Armstrong. The building on the right was erected by Lieutenant J. C. B. Riddell, Royal Artillery, first director of the Observatory.*

University of Toronto

## **The Observatory at Toronto, 1840-1908**

by T. A. REED

**O**N THE GROUNDS of the University of Toronto, in front of the Physics Building stands a pillar of unique design which is passed daily by hundreds of students, members of the staff, citizens and others. How many know the history of this pillar or even stop to read the bronze plate attached to it?

On this bronze tablet is the following inscription:

This was the Transit Pillar in one of the buildings of the Magnetic Observatory which formerly stood on this spot. It was placed in position in the year 1854 and from that date until 1908 it served as the support for the transit instrument used in the time service of the Observatory. Its longitude was determined telegraphically in 1883, and it is the only point in the neighbourhood of Toronto, the position of which has been thus determined down to the present time.

This plate was affixed by order of the Board of Governors, 1910. John Hoskin, Chairman.

On the Transit Pillar a smaller plate added in 1927 bears the following inscription:<sup>(1)</sup>

Latitude 43° 39' 35.9"  
Longitude 79° 23' 41.7"  
5 hr. 17 min. 34.78 sec.  
Elevation 349.30  
(Breithaupt 1927)

A short distance northwest of this pillar there is another tablet, on a stone flat on the ground, marking the site of the original Observatory building. This tablet bears the following inscription:

This stone marks the site upon which stood one of the three Magnetic Observatories erected by the Imperial Government in 1840; the others being at St. Helena and the Cape of Good Hope. Meteorological observations were here recorded continuously for sixty-eight years. The building erected on this site in 1840 was made of logs, and was replaced in 1856-57 by the stone building which was taken down in 1908

<sup>(1)</sup> This smaller tablet was the gift of William Henry Breithaupt, C.E. (1857-1944) at the time of the celebration of the Centenary of the University of Toronto in October 1927. Mr. Breithaupt was a bridge and structural engineer of international reputation and an author of note. (O. H. S. *Papers and Records*, Vols. XXI and XXV.) — Canadian Who's Who, 1936.

and re-erected elsewhere in these grounds for astronomical and geodetic use. This stone also marks the site of a pillar erected in 1881 inside of the Magnetic Observatory tower as a support for a telescope for observing the transit of Venus. In the southern wall of the building on this site was a stone on which was a bench-mark 104.5 feet above the level of Lake Ontario from a survey in 1854, at which time the transit telescope could be sighted on the lighthouse at the Island. The stone carrying this bench-mark has been built into the building erected in 1908 by the Dominion Government to replace that removed from this site.

What then is the history behind these commemorative tablets?

From the first issues of the *Upper Canada Gazette*, which commenced publication in 1793, we learn that, even in those pioneer days, the weather was an important topic. As early as 1801, in the issue of 14 February, there is to be found a table of daily observations for the month of January, taken at sunrise, noonday and sunset recording the temperatures at those hours and the weather whether rainy or snow, clear or cloudy. On the 7th of March appears a similar table for the month of February. In the columns of February 1803 it is reported that "There has not been a winter remembered in this country so changeable as the present . . . heavy rains, fogs, hail and snow, thunder and lightning, sometimes mild and sometimes severe." To this is added the fluctuations of the thermometer for four days, twenty readings in all and a postscript — "Agreeable to account from the Indians, the snow is from 5 to 6 feet deep about 60 miles north of this place — it is probable whilst we have had those heavy rains, it has been snow with them."<sup>(2)</sup>

As far back as 1831 the Rev. Charles Dade, M.A. (1802-1872), Mathematical Master at Upper Canada College from its opening in 1829 until his resignation in 1838, recorded local physical phenomena as observed by him, a valuable contribution to the meteorology of Toronto and its vicinity. His Tables of Observations from 1830 to 1840 were held by the authorities at the Toronto Observatory to be of special importance as appertaining to a period of which no other records of the kind are extant. Papers of permanent value by Mr. Dade on the Law of Storms and on the cholera epidemics of 1832 and 1834 are preserved in the records of the Royal Canadian Institute.<sup>(3)</sup>

In the year 1833 the House of Assembly for

the Province of Upper Canada received a Report of a Select Committee on Education which, among other things, considered a petition of one John Harris of the Township of Woodhouse (he was said to be a cousin of the Reverend Doctor Egerton Ryerson), asking for the immediate establishment of the University of King's College<sup>(4)</sup> in the Town of York, in which a Professorship of Practical Astronomy and an Observatory, with all the instruments and apparatus necessary "for the study of that sublime science must, of course, form an important part". The model of the proposed King's College buildings included among others, "an elegant tower in the middle of a square", to be fitted up for the very important purposes that Mr. Harris had in view.<sup>(5)</sup>

The building of King's College was delayed, through sectarian opposition and political strife, until 1842, and only one unit of a pretentious scheme was constructed. In the meantime two learned societies in Great Britain, the British Association for the Advancement of Science, and the Royal Society, through the influence of Sir Edward Sabine (1788-1883) had taken up the intensive study of terrestrial magnetism. On their recommendation the British Government authorized the establishment of magnetic observatories in some of the British colonies, namely at St. Helena, the Cape of Good Hope, Hobarton (now Hobart, Tasmania) and at Toronto. "These, with the exception of the one at Toronto, continued in action for only a few years; but their records, from their widely distributed positions, threw much fresh light on the differences between magnetic phenomena in different regions of the globe."<sup>(6)</sup>

When the Observatory was established in Toronto in 1840, it was decided that it should be placed under the general supervision of the Ordnance Department of the Army, and Lieutenant Charles James Buchanan Riddell, R.A., was selected for duty in Canada. On his arrival in Montreal he waited on His Excellency the Governor-General, Lord Sydenham, to present a letter of introduction furnished by the Master-General of Ordnance, and, having communicated with the commanding engineer, proceeded to examine different localities which

(2) Quoted in Robertson's *Landmarks of Toronto*, Vol. VI (1914), pages 269, 273, 296, 304.

(3) *Canadian Journal of Industry, Science and Art*, 1860, pp. 294, 299; 1862, pp. 17-28.

(4) A Royal Charter for which had been granted by King George IV in 1827.

(5) Hodgins, Dr. J. George (ed.) *Documentary History of Education in Upper Canada*, Vol. II, page 144.

(6) *Encycl. Brit.*, XI edition, Vol. 17, page 354. (The latitude of Hobart is 43° South; Toronto 43° north of the Equator.)



had been suggested as convenient sites. The preference was finally given to Toronto<sup>(7)</sup>, where a grant of two-and-a-half acres of land belonging to the University of King's College, now the University of Toronto, had been offered by the Council of that body. At that time no buildings had been erected on or near the 150 acres purchased by King's College in 1828. The first Observatory building of logs, rough-cast on the outside and plastered on the inside, was completed during the summer of 1840 and observations began in September.<sup>(8)</sup>

Although the offer of a site for the Observatory had been accepted, the legal steps necessary to protect the Crown's interests, in the event of its removal elsewhere, delayed somewhat the surrender of this area. The question was finally considered at a meeting of the King's College Council on 21 October 1840 and referred to the Law Officers of the Crown. On 11 November a satisfactory plan was submitted and the solicitor of King's College was directed to prepare the necessary covenant.<sup>(9)</sup>

Lieutenant Riddell's incumbency as director of the Observatory was brief, for ill-health compelled him to resign in the spring of 1841 and return to England. Subsequently he was appointed Assistant Superintendent at the Royal Military Repository at Woolwich, retiring therefrom with the rank of Major-General. He died 25th January 1903.

As his successor Captain (later General and Sir) John Henry Lefroy was transferred in 1842 from St. Helena where he had established a similar Observatory in 1840. From April 1843 to November 1844 he also travelled extensively in British North America, even as far as Hudson Bay and the Mackenzie and Peace Rivers, to observe magnetic phenomena and obtain valuable data. On his return to Toronto he continued as director of the Observatory until the spring of 1853 when it ceased to be an Imperial establishment. He was made a Knight Commander of St. Michael and St. George in 1877, retired with the rank of Major-General in 1882 and died in 1890.

From the Journal of the Royal Canadian Institute we learn that early in 1853 the British Government had decided to discontinue the Observatory in Toronto, whether for political or for financial reasons is not clear.

"Sometime in February last, (1853), Captain Lefroy received orders from the Home Government to pack up the instruments, dismantle

the Observatory and return home with the military detachment employed there. With his usual zeal and energy Lefroy lost no time in bringing the matter to the attention of His Excellency the Governor-General, (the Earl of Elgin), urging the importance and interest of the scientific results that might be expected from retaining in Toronto an Observatory complete in all points, and which had already earned a reputation for Canada second to none throughout the world.

"With most praiseworthy promptitude and liberality the Provincial authorities at once communicated with the Imperial Government offering to purchase the equipment of the Observatory in full . . . The munificent sum of £2,000 voted for the purpose in the last session of Parliament gives a striking proof of the esteem in which Science is held in this country."<sup>(10)</sup>

"In the meantime Captain Lefroy had returned to England leaving, however, the Observatory, according to his instructions, under the charge of Mr. Cherriman<sup>(11)</sup>, Professor of Mathematics in the University of Toronto. The Military Detachment, so long employed in the service, has been permitted by Her Majesty's Government to remain here for so long a period as may be necessary to enable Mr. Cherriman to make a report to His Excellency, of the staff that will be required."<sup>(12)</sup>

The Observatory having been taken over by the Provincial Government, arrangements were made for retaining the military observers, and the institution was placed under the direction of Professor Cherriman, who continued in charge for two years. During this period a stone Observatory was erected on the exact site of the old frame building, the pillars on which the magnetic instruments had been placed being left standing and the walls built around them. Presumably there was no change in the position of the meteorological instruments.

The stone buildings designed by Cumberland and Storm (who also designed the University College building) were commenced in 1854 and completed in 1855. "The main building is a rectangular structure about 54 feet from north to south in the direction of the magnetic meridian and 44 feet from east to west."<sup>(13)</sup> Very great care was taken during construction to

(7) Montreal was too much affected by local magnetic disturbance.

(8) Stupart, R. F., from a paper in the *Proceedings of the Royal Canadian Institute*, 14 January 1899, previously printed in *Terrestrial Magnetism*, Vol. III, No. 4, December 1898.

(9) *Documentary History of Education*, op. cit., Vol. III, pages 299, 308, 309.

(10) *Canadian Journal*, First Series, 1853 Vol. I, p. 282.

(11) John Bradford Cherriman (1823-1908), B.A. (Cantab.), Professor of Mathematics 1850-1875; Superintendent of Insurance, Dominion of Canada 1875-1885.

(12) *Canadian Journal*, First Series, Vol. I, pp. 254 and 282. The Military Detachment here referred to consisted of an officer and four non-commissioned officers of the Royal Artillery.

(13) *Handbook of Toronto 1858*, by G. P. Ure, (ed.)

ensure freedom from magnetism in all the stone used, and all nails and fastenings were either of copper or zinc.<sup>(14)</sup>

In 1858 the same architects designed and superintended the construction of a fine residence for the director of the Observatory on the banks of the "Taddle", a stream famous in University history. The house was demolished in 1901 to make place for the present Medical Building. Here Professor Kingston resided until his retirement in 1880. He died in 1886.

"Professor G. T. Kingston, M.A., (Cantab.) was appointed Director of the Observatory in 1855. For about ten years, he apparently confined his attention almost exclusively to magnetic work and the local meteorology, but it is quite obvious from correspondence and the various reports made by him to the Government that for some years prior to 1870 he had been considering the possibility of inaugurating a Meteorological Service in Canada along much the same lines as those then existing in Great Britain and the United States. It was not, how-

ever, until 1869 that any definite move was made. He then addressed himself by letter and circular to persons actually engaged in meteorology, including the Principals of several Grammar Schools in Ontario, who for several years had acted as observers, and others who, it was thought, would favor this movement, and requested their co-operation. The result was a steady increase in the number of observers, who now with unity of purpose and action made systematic and similar observations in different portions of the Dominion.<sup>(15)</sup>

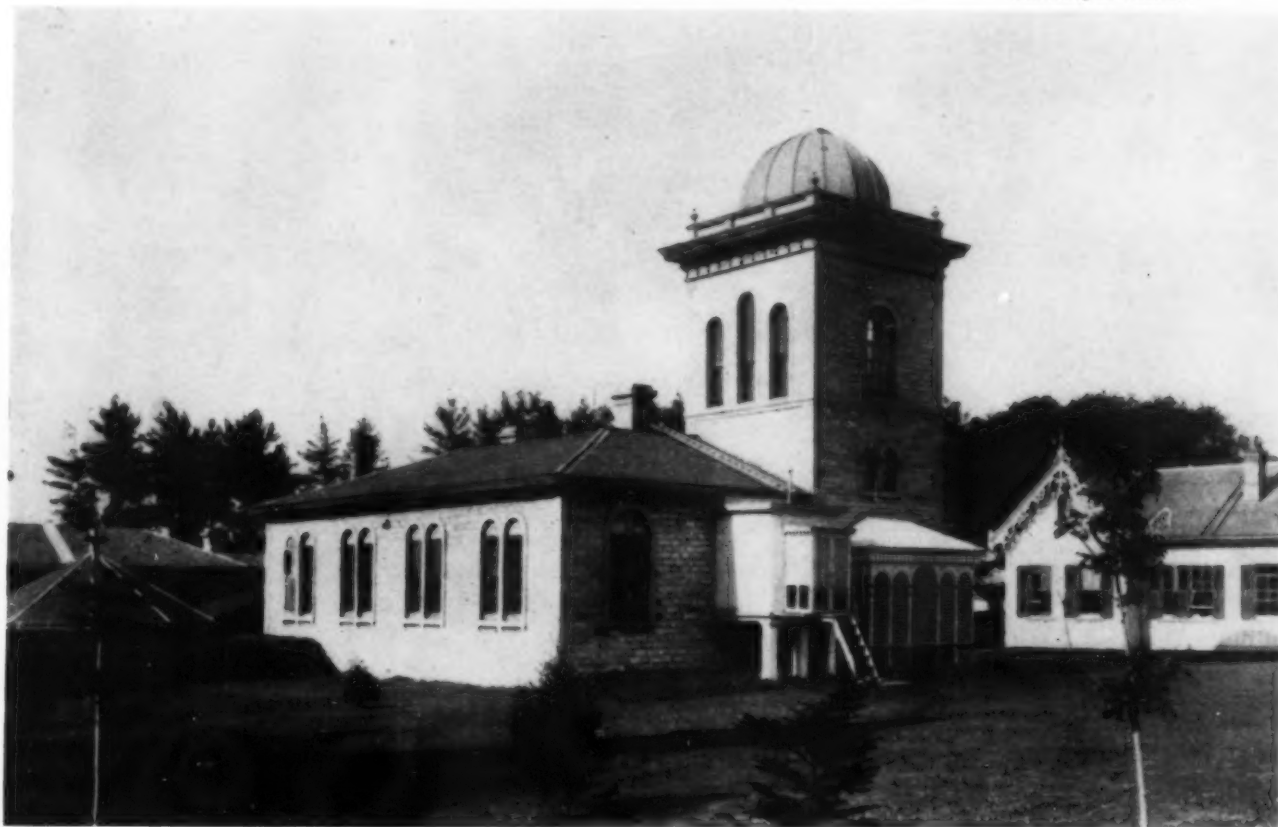
"From October 1869 to the spring of 1871, the meteorological work in Canada was carried on by an exclusively voluntary organisation; no emoluments whatever were attached to the services of the observers, and the instruments were provided from private sources or lent from the Magnetic Observatory, Toronto, from which establishment forms for registration were also furnished. The work connected with organising new stations and of discussing and compiling returns were also gratuitously performed by the

(14) Stupart, R. F., *Terrestrial Magnetism*, op. cit.

(15) This and subsequent paragraphs in this quotation are taken from *The Journal of the Royal Astronomical Society*, Vol. VI, No. 2, 1912, an article on Meteorology in Canada by Sir Robert Frederic Stupart.

*The second buildings, erected on the site of the first about 1855. The dome was added in 1882. On the right is the meteorological or weather office; on the left, the self-recording instruments with the stone transit building in the rear.*

University of Toronto

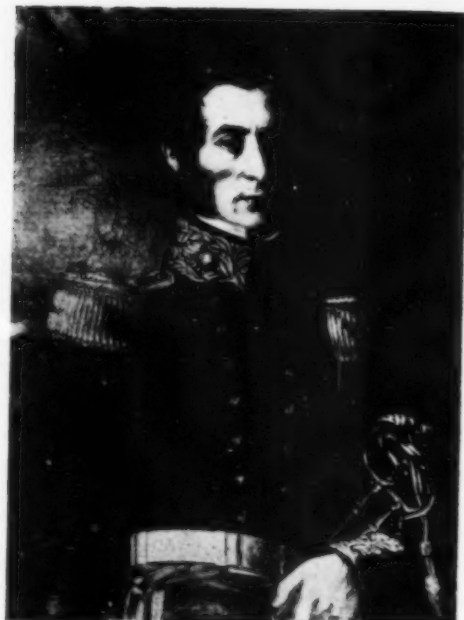




**DIRECTORS  
OF THE  
OBSERVATORY  
1839-1894**

*Left:—Lieutenant Charles James Buchanan Riddell, R.A., first director of the Observatory, 1839-41.*

*John Ross Robertson collection*



*Above:—Captain John Henry Lefroy, R.A., director of the Observatory, 1842-53.*

*Right:—John Bradford Cherriman, director of the Observatory, 1853-55.*



*Left:—George T. Kingston, director of the Observatory, 1855-80.*

*Right:—Charles Carpmael, director of the Observatory, 1880-94.*



*Royal Meteorological Society photographs except where credited.*



Director and Assistants of the Observatory. Professor Kingston received much assistance from a few persons in the various provinces who recognised the usefulness of the proposed work. Among others, were the late Archbishop Machray, of Rupert's Land; the late F. Allison, M.A., of Halifax; the late H. J. Cundall, C.E., of Prince Edward Island; and Captain Ashe, R.N., of Quebec. In more recent years E. Baynes Reed, Esq., now chief Meteorological Agent in British Columbia, has proved a most valuable officer of the Service.

"In the spring of 1871, a grant of \$5,000 having been made by the Federal Government for the promotion of meteorological research, considerable impetus was given to the movement.

"With funds at his disposal Professor Kingston at once opened a correspondence with the Chief Signal Officer at Washington, offering to procure the transmission of weather intelligence from stations in the various provinces in exchange for some to be sent to Canada by that Officer, and soon it was agreed that reports from Port Stanley, Port Dover, Southampton, Toronto, Kingston and Quebec should be sent to Washington and that in return 15 United States stations should be sent to Toronto.

"About this time Professor Kingston obtained the services of Mr. Charles Carpmael, M.A., Fellow of St. John's College, Cambridge, who was appointed Deputy Superintendent of the Service.

"The preparation of a daily synchronous weather chart was begun early in 1873, but the information received in Toronto was quite inadequate to admit of daily forecasts and the issue of storm warnings. However, through the courtesy and goodwill of the Chief Signal Officer at Washington, warnings of expected storms in Canada were sent to Professor Kingston at Toronto and forwarded by him to such places as he deemed advisable.

"By 1876 there were 15 stations reporting three times daily to Toronto as follows:—Sydney (Nova Scotia), Halifax (Nova Scotia), Chatham (New Brunswick), and Father Point, Quebec, Montreal, Ottawa, Kingston, Port Dover, Port Stanley, Saugeen, Rockliffe, Parry Sound and Winnipeg. The storm signal display

stations numbered thirty-seven, and observing stations, including all classes, numbered 115. Forecasts were first issued during the summer of this year, a chart of the weather with probabilities for the ensuing twenty-four hours being prepared each morning at 10 o'clock and furnished to the Marine Exchange Board in Toronto for public inspection. After September 1st warnings were first issued from the Central Office without waiting for advice from Washington and in October the daily forecasts were first printed in the Toronto evening papers. In December the forecasts were furnished to the Telegraph Companies and forwarded by them for publication in the various papers in Ontario and in Montreal. The *Monthly Weather Review* was first published for January, 1877. The first nine numbers were on two pages of foolscap paper and were lithographed. In November it was printed and the size doubled.

"Professor Kingston resigned office on 31 January 1880, leaving the Service a thoroughly organised system, a credit alike to the country and to himself. The total number of observing stations at this time was 162, and of these eighteen reported by telegraph to Toronto. There were thirty-seven storm signal display stations, twenty-one of which were on tidal water and sixteen on the Great Lakes."

Mr. Charles Carpmael was now appointed Director of the Service, and a little later Lieutenant A. R. Gordon, R.N., Deputy Superintendent. Steady progress continued in the development of the Service, and, perhaps, one of the most important improvements was the arrangement whereby every telegraph office in the country should receive the daily forecasts which were issued each evening for the following day and night. So satisfactory did this prove, that for many years the morning forecasts were practically dropped and the only bulletin issued in the forenoon was that for the Toronto Board of Trade. Both Professor Carpmael and Lieutenant Gordon were zealous in their work of increasing the efficiency of the Service and in adding to the number of storm signal display stations.

"A great improvement was made in the early eighties, by the extension of the *réseau* (network) of telegraph reporting stations in the



*The second buildings, erected in 1855, as they appeared about 1890. In the background is the Engineering Building, cause of the first magnetic disturbances.*

*The Observatory about 1908, just prior to its demolition and subsequent reconstruction on the knoll opposite Hart House. In the background is Convocation Hall.*

University of Toronto photographs



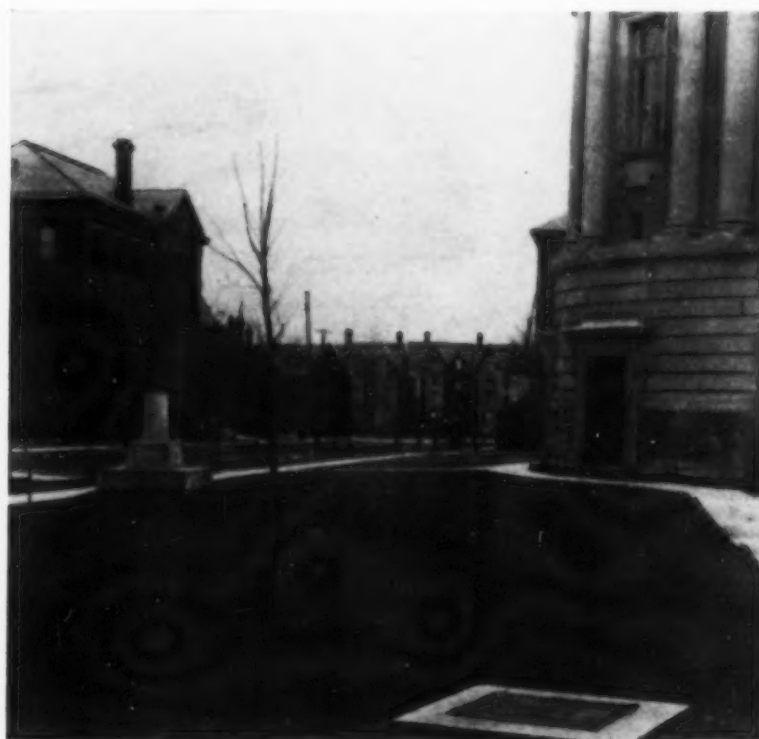
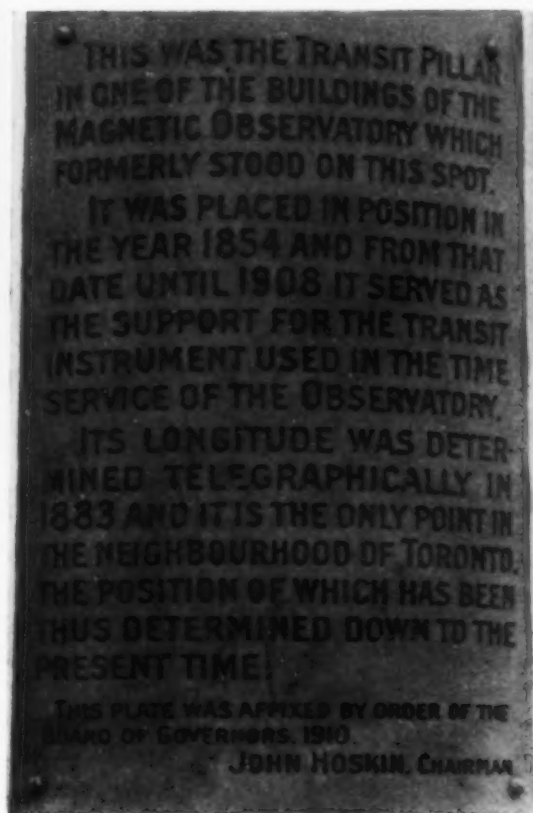
# THE OBSERVATORY OF TORONTO, 1840-1908

Northwest Territories, this being concurrent with the extension of the telegraph beyond Winnipeg and the opening of the Canadian Pacific Railway.

"In 1884, when the Government determined to send out an expedition to Hudson's Straits and Bay to report on the navigability of those waters, Mr. Gordon was asked to take charge of the expedition, and the various stations which were established temporarily along those

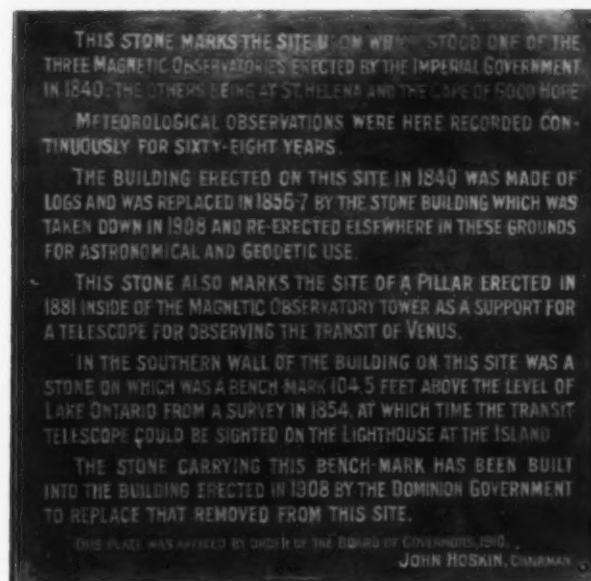
northern shores were equipped and organised by the Service, and the chief observer was an officer from the Central Office, Toronto. The climatic data obtained during two years was, of course, indispensable for the purposes of the expedition and have proved of great value from general climatological considerations."

Lieutenant Gordon died in 1891 and Professor Charles Carpmael, after an illness of over a year, died in England in October 1894. By



*An early photograph showing the transit pillar (left) and the tablet (right foreground) in front of the Physics Building, marking the site of the original Observatory. The sapling in centre is now a full-grown tree. Above is the inscription on the transit pillar, and at right is that on the tablet.*

John Ross Robertson collection







*Sir Robert Frederic Stupart, director of the Observatory, 1894-1929.*

*John Ross Robertson collection.*

that time there were thirty-one telegraph reporting stations and forty-five storm signal display stations.

After acting as Director for nearly a year Robert Frederic Stupart was appointed Director of the Meteorological Service of Canada and the Magnetic Observatory, by Order-in-Council dated 28 December 1894. Mr. Stupart had entered the Meteorological Service in 1872 at the age of fifteen. During his fifty-seven years connection with the Observatory many radical changes took place in the conduct of the Observatory.

"For twenty-three years the position of the Observatory was, as far as known, faultless; observations were carried on systematically and carefully and results were given to the scientific world which, with those obtained under the old military regime, have made the Toronto Observatory famous in the history of Terrestrial Magnetism.<sup>(16)</sup>

"In 1876, however, trouble began with the erection of buildings close to the Observatory<sup>(17)</sup> causing some very small changes in zero values. Then followed a few years later electric light currents which produced a change in the force instruments whenever the current

was turned on and off; this difficulty was in part overcome by the (Toronto Electric) Light Company changing the wires in the vicinity in such a manner that the currents would counteract each other.

"The next difficulty occurred when a large addition was made to the neighbouring buildings before mentioned, tons of iron were used in construction in all too close proximity to the magnetic instruments and much time and labour was required to determine the precise effect of this "iron mine" on the various instruments. It was not, however, until the autumn of 1892, when the trolleys began to run it was decided that, sooner or later, the Magnetic Observatory would have to be removed to another site.

"The magnetic instruments in the Observatory consisted of those brought out by Lieutenant Riddell in 1840, of which eye-readings were taken six times each day, and another set of instruments consisting of a bifilar for the measurement of the horizontal component and a balance needle for the vertical force and a declinometer, all of which record photographically.

"Electric cars first ran in Toronto in 1892. The line first put in operation was that on Church Street on August 17, and this was followed on September 5 by one on King Street between George and Dufferin Streets. During the first few weeks, while a small vibration of the needle was discernible (almost inappreciable) by September 20th the movement increased to an extent sufficient to really impair the value of the magnetic curves. On October 10th the electric cars first ran on Yonge Street (five-eighths of a mile to the east) and there was a very small increase in the vibration.

"From then on variations of a more or less degree were noted until December 17, 1894 when the street cars began to run on McCaul Street (a hundred and fifty yards away). A study of the traces during the time that the various electric lines were put in operation showed that, with the currents ordinarily used, there was little effect at three-quarters of a mile.

"Before definitely recommending that the Magnetic Observatory should be moved from

(16) This paragraph, and those quoted following, are based on R. F. Stupart's paper to the *Canadian Institute* on 14 January 1899. See *Proceedings, New Series, Vol. II, part 2, No. 8, September 1899.*

(17) The Engineering Building, the former "School of Practical Science" (north part) was opened 1st October 1878, and additions, centre and south part, in 1885.

Toronto, the Director wrote to various well-known magneticians present at the meeting of the British Association in August, 1897, requesting the favour of their presence at the Observatory to inspect the magnetic curves there obtained, with a view of expressing an opinion as to the advisability of removal to some point distant from electric tramways. Among others Professor Carey Foster, F.R.S., Professor FitzGerald, F.R.S., and Professor Frank Bigelow courteously accepted the invitation and were pleased to sign a statement that, in their opinion, the value of the magnetic observations at Toronto had been seriously impaired by the trolley system, and advised removal to some other site.

"It then having been decided to move the observatory, a point was chosen nine miles north-east of the former Magnetic Observatory, latitude  $43^{\circ} 47' N$ , longitude  $79^{\circ} 16' W$ ., easily accessible by railway and yet very unlikely to be invaded by the trolley system. (This is near the village of Agincourt.)

"The New (Magnetic) Observatory was commenced in June 1898 and finished early in September. Observations were first made on September 10th and by October 1st all the in-

struments had been adjusted in their new position and everything was running smoothly. The Toronto Observatory continued to be the central office of the Meteorological Service of Canada."<sup>(18)</sup>

In March 1907, owing to the expansion of the University of Toronto it had been decided to remove the Dominion Meteorological Office and this was done to temporary quarters which were occupied for two years pending the erection of a new Meteorological building on a site distant about one-quarter of a mile from the old Observatory, namely, the corner of Bloor Street and Devonshire Place.<sup>(19)</sup> It was opened in September, 1909.

In the Report of the Board of Governors of the University of Toronto 1908-9, page three, the following reference is made: "The stone building for many years occupied by the Meteorological Service (of Canada) was taken down (during the year 1908-09) and re-erected on a site to the east of the main University Building at a cost of \$12,000.27 and is now in use as a Geodetic Observatory." Since September 1953 this building has been the headquarters of the Students' Administrative Council.

(18) Stupart, R. F., *Proceedings of Royal Canadian Institute*, 1899.

(19) Stupart, R. F., *Royal Astronomical Society Journal*, VI, No. 2, 1912.

*Dr. John Patterson, O.B.E., M.A., LL.D., F.R.S.C., director of the Meteorological Service of Canada, 1929-46.*

Royal Meteorological Society



*Andrew Thomson, O.B.E., M.A., F.R.S., present director of the Meteorological Service of Canada, assumed office in 1946.*

N. F. B.





Figure 1.



Figure 2.



Figure 3.

## Our Beaver Emblem

by MARIUS BARBEAU

National Museum of Canada photographs

**T**HE BEAVER has always been the emblem of Canada. Lest it be forgotten, let us turn to the historical records.

In the early sixteenth century the cod and the beaver were the primary incentives for the exploration of Canada's eastern coast and the lower St. Lawrence. The Indians soon entered the picture and, as an article of trade with the white newcomers, the beaver pelt of the north-eastern woodlands became of first importance and led to the gradual discovery and exploitation of a wild continent.

In proto-historic times the beaver was a clan emblem among the Hurons and Wyandots of the upper St. Lawrence and Lake Ontario. The Beaver clan among them was called *Tsawen-huhee*, and individual titles within the group were Gnawing-the-tree-down (*Suhkaratsiwa*), Making-a-dam (*Hungwandooron*), and He-thickens-the-water (*Weyatenhstee*). The name of Hochelaga, on the present site of Montreal, also referred to the beaver dam.

Among the earliest engraved pictures of beavers in the records of Canada's history the following are to be found: *Armes des Hurons*, Huron coat of arms, from an old print (figure 1); *Castor*, the beaver on the Champlain map of

1612 (figure 2); the beaver and its huts, from an old print in La Potherie's book (figure 3). All three of these are as quoted in the book *Castorologia* by Horace T. Martin. There is a crude figure of a beaver "from the earliest known monograph, 1685" (figure 4), and an equally crude picture of two beavers which are taken from *Wonders of the New World* (figure 5). The present-day Hurons of Lorette, Quebec, represent the beaver on the vamps of moccasins embroidered with coloured moose-hair (figure 7).

The tradition of using the beaver as a

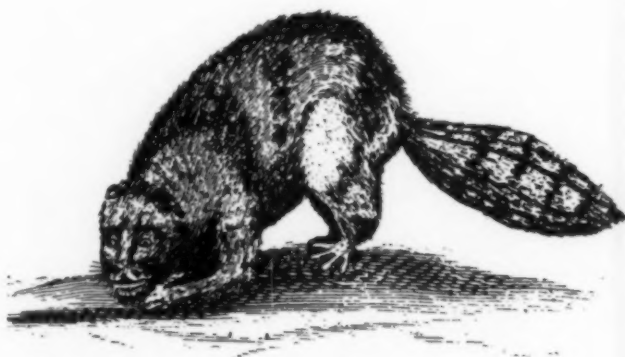


Figure 4.



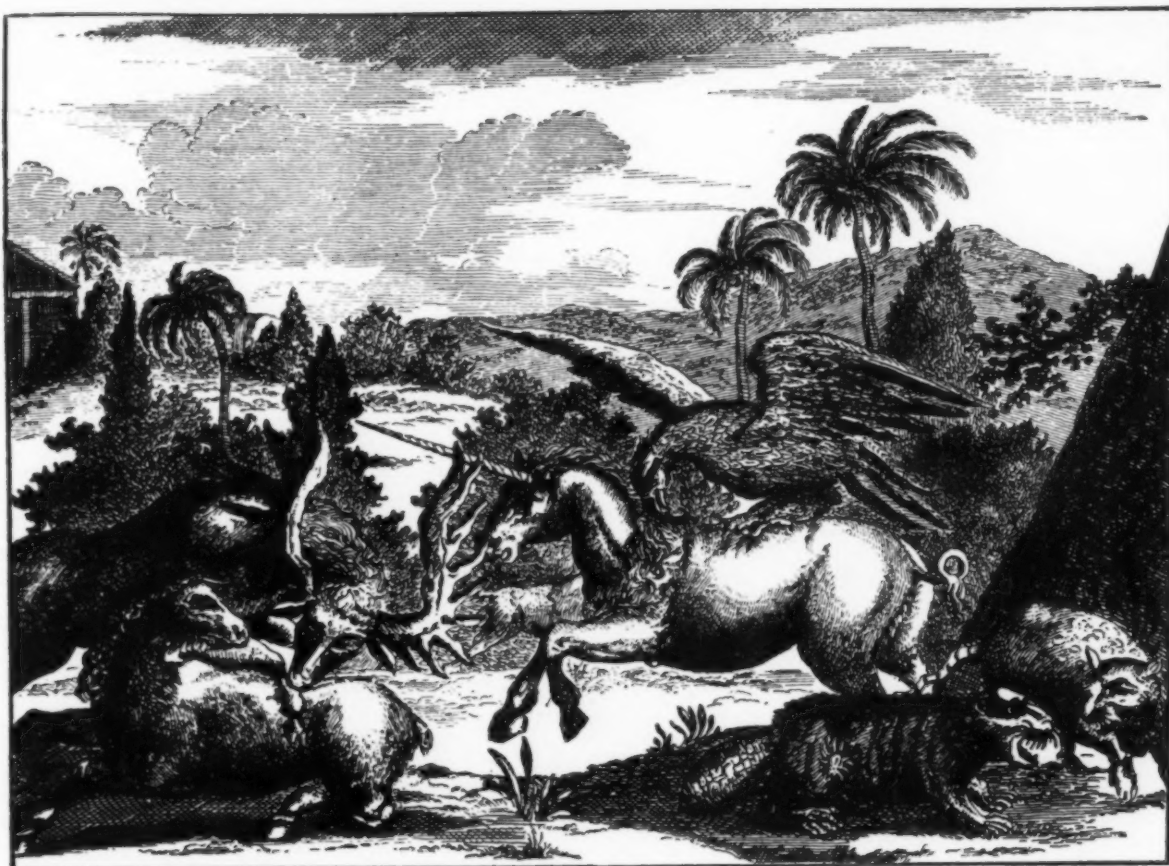


Figure 5.

symbol was adopted by the Hudson's Bay Company within ten years of incorporation. This is evident by the four black beavers on

the company's escutcheon (figure 8) from a drawing provided by the Garter King of Arms. The beaver is also seen on tokens issued in

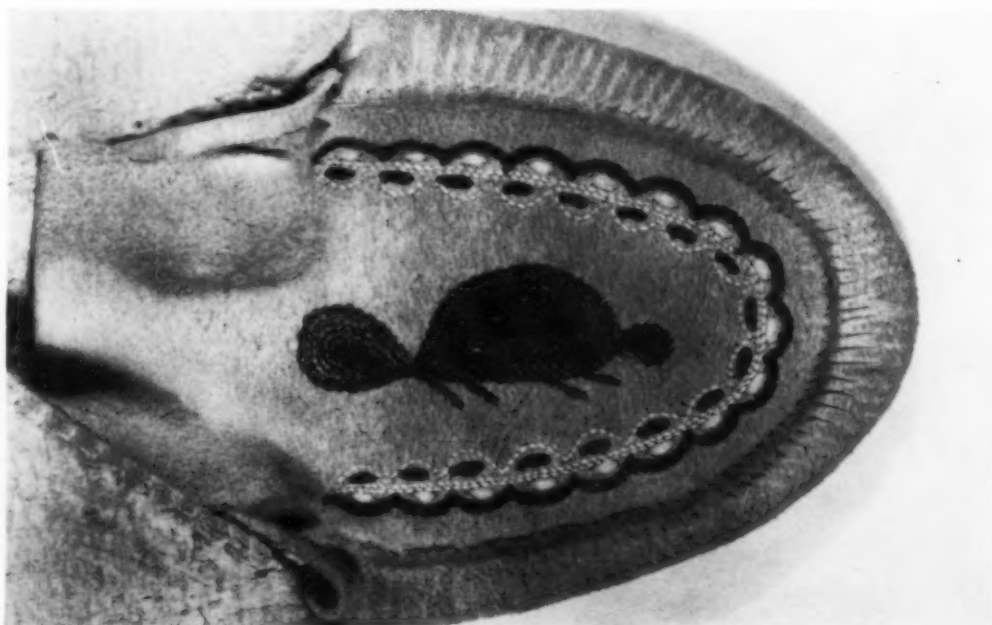


Figure 7.



Figure 8.



Figure 9.



Figure 10.



Figure 11.

1820 by the North West Company (figure 10); there are also some gold brooches which have the beaver's tail set with brilliants. One of these brooches belongs to Madame Baby Angers and another to Mr. Garon Pratte, both of Quebec. These are said to have been worn by the wives of members of the Beaver Club (figure 9). We have heard of a splendid Assumption sash with a beaver in appliqué embroidery, which belongs to a Beaver Club member in Montreal. The beaver also appears on the nickel minted in the time of King George VI (figure 11).

In the series of beaver emblems centred on the fur trade at Montreal, we find the coat of arms of the city of Montreal (figure 12), and also an amateurish design purporting to be a "suggestion for a complete coat of arms for the Dominion of Canada" (figure 13). The foundation of the Department of Mines by Sir William Logan in 1842 was commemorated some seventy years later by a design for the Geological Survey's badge, surmounted by a beaver (figures 14 and 16). The Mining and Metallurgical Congress of 1927 temporarily



Figure 12.



Figure 13.



Figure 14.



Figure 16.



Figure 15.

adopted an escutcheon containing beavers, as shown in figure 15.

French Canada, moved by a spirit of new-born patriotism at the time of the 1837 rebellion around Montreal, seems to have chosen the beaver with the maple leaf for the decoration of plates, crockery and weather-vanes. The "transfer" plate, seen in figure 17, which may be a hundred years old, presents the mottoes *Labor omnia vincit* and *Nos institutions, notre langue et nos lois*. There are complete dinner sets with "transfer" decoration bearing the trade mark of J. T. Thomas, Quebec (circa 1880) which show a border design of maple leaf vine, with a beaver in the centre (figure 18). Carefully preserved in the National Museum of Canada, there is an old wrought-iron weather-vane from the Province of Quebec, which is surmounted by the figure of a beaver (figure 19). Two old cups, carved out of maple burls, from the Upper St. Maurice River show three very fine pictures of the beaver, cut in high relief. One cup is preserved at the National Museum and the other is in the author's private collection (figures 20 and 22).



Figure 17



Figure 18



Figure 22



Figure 20





Figure 19

The beaver also figures as a *habitant* pattern in Quebec hooked rugs and moulds for maple sugar (figures 23 and 24). Médard Bourgault, a folk-carver of St-Jean-Port-Joli on the lower St. Lawrence, early in his career decorated a cupboard in his kitchen with figures of the beaver gnawing branches (figure 25).

By far the most remarkable interpretations of the beaver as a symbol belonging exclusively

to a clan are those of the North Pacific coast Indians — the Tsimshian, the Haida, and the southern Tlingit. They appear on totem poles, head-dresses like crowns for the Beaver clan chiefs, and silver bracelets carved by the Haida. Highly stylized beaver emblems are found near the Skeena and Nass Rivers, Queen Charlotte Islands, and the adjacent areas. A sitting beaver, showing its large incisors and holding a stick between its front paws, is carved on one of the last totem poles to stand at Skidegate, Queen Charlotte Islands (figure 26). Another beaver, head down and checkered tail above, appears in the middle of a totem pole found at Angyadae, on the Nass River; it is now at the British Museum in London (figure 27). Another beaver, carved on one of the tallest totems of the Nass River, at Geetiks, now stands in the Jardin Zoologique near Quebec. This beaver is sitting erect gnawing a stick, its checkered tail turned up on its belly (figure 28). The emblem of the Beaver clan is represented on a totem of the Gitksan at

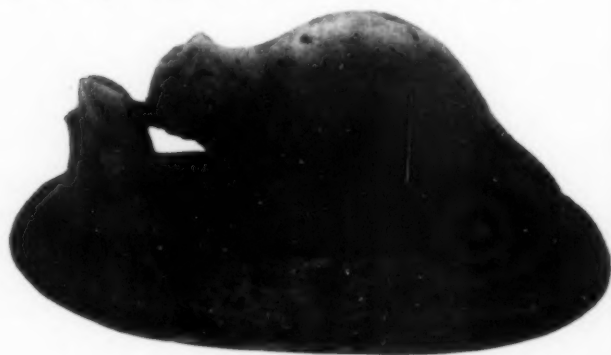


Figure 24



Figure 23

Kitwanga, on the mid-Skeena River in British Columbia; the beaver, whose body is split into two halves, is gnawing its habitual stick which it holds in its front paws (figure 30).

Two crowns of a Beaver clan chief of the Nass River are shown in figure 31. The one on the left displays a beaver sitting up and showing its incisors and holding up its front paws; the carving is decorated with insets of abalone shells. In the Public Archives of Canada a beaver head is on a napkin ring beautifully carved and engraved out of silver (presumably by Charlie Edensaw, a Haida of the Queen Charlotte Islands), which had formerly belonged to Sir John A. Macdonald. One of the outstanding Haida stylizations of the beaver emblem is found in a flat design with colours. That the beaver could be used in fine stylistic manner has been fully demonstrated by the carvers of the North Pacific coast and also in French Canada. The noted Montreal craftsman, the late Paul Beau, when confronted with the task of fashioning a wrought-iron beaver



Figure 31



Figure 26



Figure 27



Figure 28



Figure 25

upholding the inkstand for the Speaker of the House of Commons in Ottawa, failed to discover any arresting picture of the animal east of the Rockies, but was satisfied with a bold carving of the beaver on a totem pole of the North Pacific coast as his model.

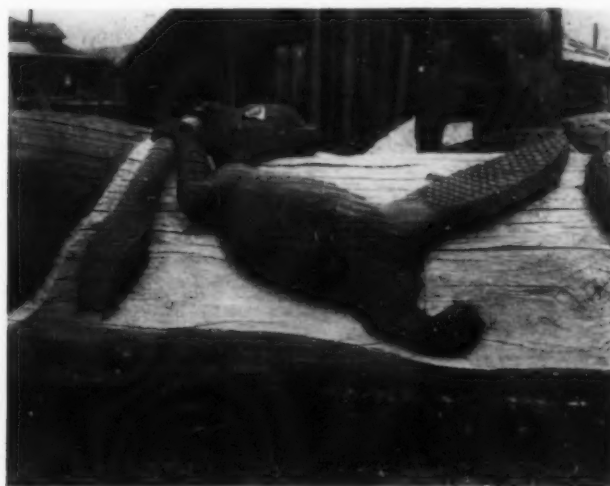


Figure 30



*A silver napkin ring with beaver face, made for Sir John A. Macdonald by a Haida carver.*

The beaver totems and head-dresses of this coast, as we know them, do not ante-date 1830, and most of the specimens preserved in our museums are more recent. They seem to stem from the influence exerted by the North West Company and the Hudson's Bay Company on the plastic arts of the coast Indians, specially the Tsimshyan and the Haida.

The impetus to adopt the beaver as a crest developed after 1840 among the leaders of the Eagle clan, in the group of Legyarh and Wiyae at Port Simpson and Massett. Among the Tsimshyan, only the highest chiefs of the Eagle clan were entitled to show the beaver erect; the lower members of the clan showed it in a squatting or horizontal position, or head down. Legyarh and his kinsmen, after having risen to power through warlike ventures and the fur trade, induced the Hudson's Bay Company to establish trading posts in their midst and under their aegis. Because of this association with the company whose standard of exchange was the beaver skin, it was perhaps natural for them to add the beaver to their own eagle totem.

The Eagle-Beaver clan of the canyon of the Skeena, being closely related to that of Legyarh, figured in the foreground for a period, after the arrival of the Hudson's Bay Company on the adjacent coast. Engaging in a quarrel with Legyarh over toll rights at the canyon, the chief of this local clan finally went down to defeat, but not before he had erected a totem pole displaying the beaver and had conferred upon the clan a legend of origin which is still the only native account available for the beaver totem anywhere.

*An outstanding Haida stylization of the beaver emblem in a flat design with colours.*

According to the myth of origin, strange visitors mysteriously caused the death of some people at the canyon of the Skeena. They were pursued up the hillside to a lake, above Kitsalas, at Kwit'awren (Gravel-heart, or according to another interpretation, Cracked stones). There, changing into beavers, they disappeared under the water. The people drained the lake with the help of some of their Gitsemraelem relatives and discovered at the bottom a huge beaver whose body was covered with human faces. Gip-ranaa'o and Larh'ayaeorh, ancestors of the Kitwanga Eagles, assisted the Kitsalas people in overcoming and killing the monster. After they had drawn its body to the shore they cut it in two parts, half for the Gitsemraelem and half for the Kitsalas. The beaver thereafter became the crest of the captors; sometimes it is shown complete in a sitting posture, at other times it is represented split into two halves. It is usually represented at Kitsalas head downwards and the body covered with representations of human faces.





## EDITOR'S NOTEBOOK

Sylvia Seeley (*Royal Visit—1957*), who was born in England and now lives in Ottawa, has had a colourful and varied career as an archaeological research worker in France and Canada, and as a writer, translator, speaker, and private tutoress in Canada. Miss Seeley is an editorial assistant on the staff of the Society and is in charge of its library.

\* \* \*

Donovan Clemson (*Winter Artistry in the Okanagan District of British Columbia*) is a freelance photographer who lives in Armstrong, British Columbia. His artistic studies of different regions of the province have appeared previously in the Journal.

\* \* \*

T. A. Reed (*The Observatory at Toronto, 1840-1908*) has delivered a great many illustrated lectures on the history of Toronto and its university. He is Vice-President of the York Pioneer and Historical Society, and the author of several books. Besides local history, his other consuming interest is music. Mr. Reed has served as organist with several Toronto churches and was at one time secretary of the well-known Toronto Mendelssohn Choir.

\* \* \*

Marius Barbeau (*Our Beaver Emblem*) is probably the leading authority on Canadian folklore today. He is the author of many books and pamphlets on the subject. Prior to his retirement a few years ago, he was Ethnologist and Folklorist on the staff of the National Museum of Canada.

\* \* \*

### ERRATA

Vol. LIV, No. 3, p. 104, photograph reversed, caption should read "ebb tide" not "flood-tide"; caption p. 110 also should read "ebb tide" not "flood-tide".

Vol. LV, No. 4, p. IX, 1st column, line 10: for "at his farm near Agincourt" read "at his home in Toronto".

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### About the Canadian Tourist Industry

"Just think what would happen if Canadians decided to vacate as hosts and turn our country over to the Swiss. They would rise early in the morning and rub their hands with glee at the privilege of living next door to 171,000,000 of the world's richest and most travel-minded people. Rub their hands with glee that they were in a country of 16,000,000 people, also infested with the travel bug. They would serve distinctive and original food. They would go out and find in our history the architecture and names which should be on our institutions. They would wipe out our huge travel deficit by using business techniques. They would not sit back and let Canada become a carbon copy of another country. They would tear down the motel signs borrowed out of U.S. magazines. They would see to it that the flavour of what we are was in everything we had to see . . ."

With these words, Mr. W. Gordon Wood, President of the Canadian Tourist Association, made the point at the association's annual convention in Ottawa a few weeks ago, that

the citizens of this country could be doing more than they are to aid the nation's third largest industry — tourism. He reported that the association had undertaken a campaign to promote travel by Canadians within the borders of their own country. A survey indicated that the results of this campaign were gratifying: more Canadians appeared to be exploring regions outside the provinces in which they lived. However, it was evident that travel by Americans in Canada had decreased. A travel deficit of \$161,000,000 existed between the United States and Canada, and more Canadians were visiting the United States than Americans were coming to Canada. These facts had put the tourist industry in what another speaker described as an "unhappy and soul searching" mood.

Canadians are reputed to be greater travellers than the members of any other nation. They spend more money *per capita* of total population on travel than others do. Public interest in tourism as an "industry" does not parallel this circumstance, so one of the major undertakings of the association at present is to make us as a people



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more aware of its importance. That it is important is illustrated by Mr. Wood's remark that the money spent on travel within and across Canada's borders "exceeds in value all the gold, nickel, asbestos, uranium, copper, lead, silver and zinc produced here."

It is the belief of the members of the association that by encouraging travel by ourselves in Canada the travel deficit may be reduced, and national unity may be strengthened by our increased knowledge of our country. Indirectly, this will lead to a raising of standards so that more tourists from other countries will come here. As Mr. Wood pointed out, the tourist of today, whether travelling at home or abroad, is not satisfied with makeshift accommodation and uninspired meals. If he cannot find what he seeks in one place, he will look for it in another. Better accommodation and food are needed for travellers in this country and more *savoir faire* of the kind found in Switzerland and other tourist-conscious countries. The association believes that we also need more training schools for chefs, restaurant personnel and clerks concerned with the travel business, and more adequate credit facilities for those in the industry.

Thor Hansen, Art Director for the British American Oil Company Limited, gave a very interesting address in which he advocated replacing the gaudy unattractive souvenirs of Canada bearing images of Indians, Mounties, beavers and maple leaves with articles of quality and distinction designed by competent artists. Another suggestion was that it might be wise to consider abolishing the practice of tipping. (Probably this would receive support from a large segment of the population.)

Mr. John Fisher, Executive Director and Secretary of the association, mentioned as Canada's special attractions its newness and lack of stuffiness, its growth and dynamic thrusts, and its great natural playgrounds. The competition for tourist business, already keen, he said, will be keener tomorrow as improvements in transportation facilities make the world still smaller and enable the traveller to shop for his vacation in all corners of it.

These were only a few of the many matters pertaining to tourism that received attention at the meeting. Through extensive publicity the work of the association has already become known to thousands of citizens. Each year it can point to new achievements and a further gain in membership. Its contributions toward national development indirectly benefit all of

(Continued on page 1X)



## CANADA'S CLARION CALL

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has doubtless received much stimulation from the recent short but never-to-be-forgotten Royal visit, but after the captains and the kings depart, thoughtful citizens and organizations may do much by the generous interchange of literature, information, ideas, practices and personal visits to encourage a real sense-of-belonging.

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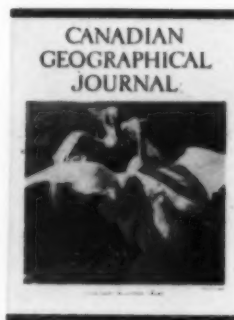
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(Continued from page VIII)

us in one way or another, so it is to be hoped that it will win the broader public support it needs. A young and vigorous nation not too long master of its own house is surely unlikely to neglect the role of host, whether the visitors are members of the family or friends.

### Replica of Fort Macleod

At Fort Macleod in southern Alberta a replica of the original fort, erected in 1874, has been constructed and opened to the public. During July, August and September more than 14,000 persons visited it.

Fort Macleod, the first North West Mounted Police fort in Western Canada, was built on an island in the Oldman River, about two miles east of the present town. When the river changed its course the partly flooded fort was moved to the present site.

The replica, which was built according to specifications obtained from the North West Mounted Police records, is 225 feet long and 175 feet wide. A stockade of heavy peeled logs surrounds the fort and at each corner there is a look-out tower. From the catwalk between the bastions there is an excellent view of the surrounding country. The original quartermaster storeroom still stands inside the enclosure of the new fort. Among the interesting museum pieces on display are various wagons used by early settlers, an old ambulance, a six-ox rum wagon, and an Indian tipi.

### Halifax-New York Sailings

This winter the Cunard Steam-Ship Company is offering a limited amount of first class accommodation between Halifax and New York. The service commenced this month with the sailing of the *Carinthia* from Halifax. Passage may be booked one way from Halifax to New York or for the round trip, with fares commencing at \$75 and \$150 respectively. Besides the *Carinthia*, the *Sylvania*, *Ivernia*, *Saxonia*, and *Britannic* will be used in this service.

\* \* \*

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(Continued on page X)

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Securities . . . . .	375,265,156	355,028,674
Call Loans . . . . .	91,487,933	73,151,562
Total Quick Assets . . . . .	\$ 720,890,952	656,078,652
Current Loans . . . . .	586,082,243	614,544,770
N.H.A. Mortgage Loans . . . . .	40,570,238	36,367,923
Bank Premises . . . . .	20,381,955	18,728,632
Acceptances and Letters of Credit . . . . .	14,462,061	14,855,215
Sundry Assets . . . . .	184,883	408,800
	<u>\$1,382,572,332</u>	<u>1,340,983,992</u>

### Liabilities

Deposits . . . . .	\$1,295,755,034	1,256,108,403
Other Liabilities . . . . .	5,352,435	4,580,552
Total Liabilities to the Public . . . . .	1,301,107,469	1,260,688,955
Acceptances and Letters of Credit . . . . .	14,462,061	14,855,215
Capital Paid Up . . . . .	20,000,000	19,850,639
Rest Account . . . . .	46,000,000	43,671,406
Undivided Profits . . . . .	1,002,802	1,917,777
	<u>\$1,382,572,332</u>	<u>1,340,983,992</u>

### Statement of Undivided Profits

Fiscal Years Ended October 31st

	1957	1956
Profits after depreciation and after making transfers to Contingency Reserves . . . . .	\$ 8,181,934	6,876,067
Less: Income Taxes . . . . .	4,100,000	3,220,000
Net Profit . . . . .	4,081,934	3,656,067
Less: Dividends . . . . .	2,596,909	2,198,229
Extra Distribution . . . . .	400,000	395,412
Undivided Profits . . . . .	1,085,025	1,062,426
Undivided Profits Brought Forward . . . . .	1,917,777	2,855,351
	3,002,802	3,917,777
Transferred to Rest Account . . . . .	2,000,000	2,000,000
Balance of Undivided Profits . . . . .	<u>\$ 1,002,802</u>	<u>1,917,777</u>

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(Continued from page IX)

in A.D. 1003, and the subsequent attempt at colonization and home-steading by Thorfin Karlsefin of Iceland. This incredible adventure was not prompted by a wish for gold or riches but was a journey undertaken by common men, farmers and fishermen, in order to secure timber for building purposes in their homeland, treeless Greenland.

Much historical material about the Norse discovery of America has been preserved in Icelandic and Scandinavian manuscripts of the Middle Ages and from these we learn that Leif in his journey south-westward touched at parts of what are now Labrador, Newfoundland and Nova Scotia until finally he came to a cape or "long point". Sailing southward his party sought the shelter of a river mouth, where they built substantial dwellings for the winter months. In exploring around, Tyrker, a German captive, found and identified grape-bearing vines, and the early record states "— and when Spring came they made ready and sailed away with a favourable wind, and Leif named the land after its special product and called it Vinland".

Thorfin Karlsefin made a determined attempt to colonize Vinland. He took with him 160 persons, including women, and he also brought cattle and farm equipment. His own son was the first white child to be born in America, but after three years the ferocious attacks of the natives forced him back to Greenland. There is some difference of opinion as to the exact location of Vinland but Mr. Frederick J. Pohl presents a convincing argument in favour of Follins Pond on Cape Cod, easily entered from Bass River with the aid of tidal currents. With the hungry enthusiasm of a true student of archaeology and geography, Mr. Pohl has spent years of time and effort in building up a highly plausible theory, the verification of which now only awaits the results of the radio-carbon testing of the remnants of organic matter found on the site.

Mr. Pohl is to be congratulated on the excellent presentation of his theory, and it is to be hoped that it will be fully confirmed by the results of the scientific tests.

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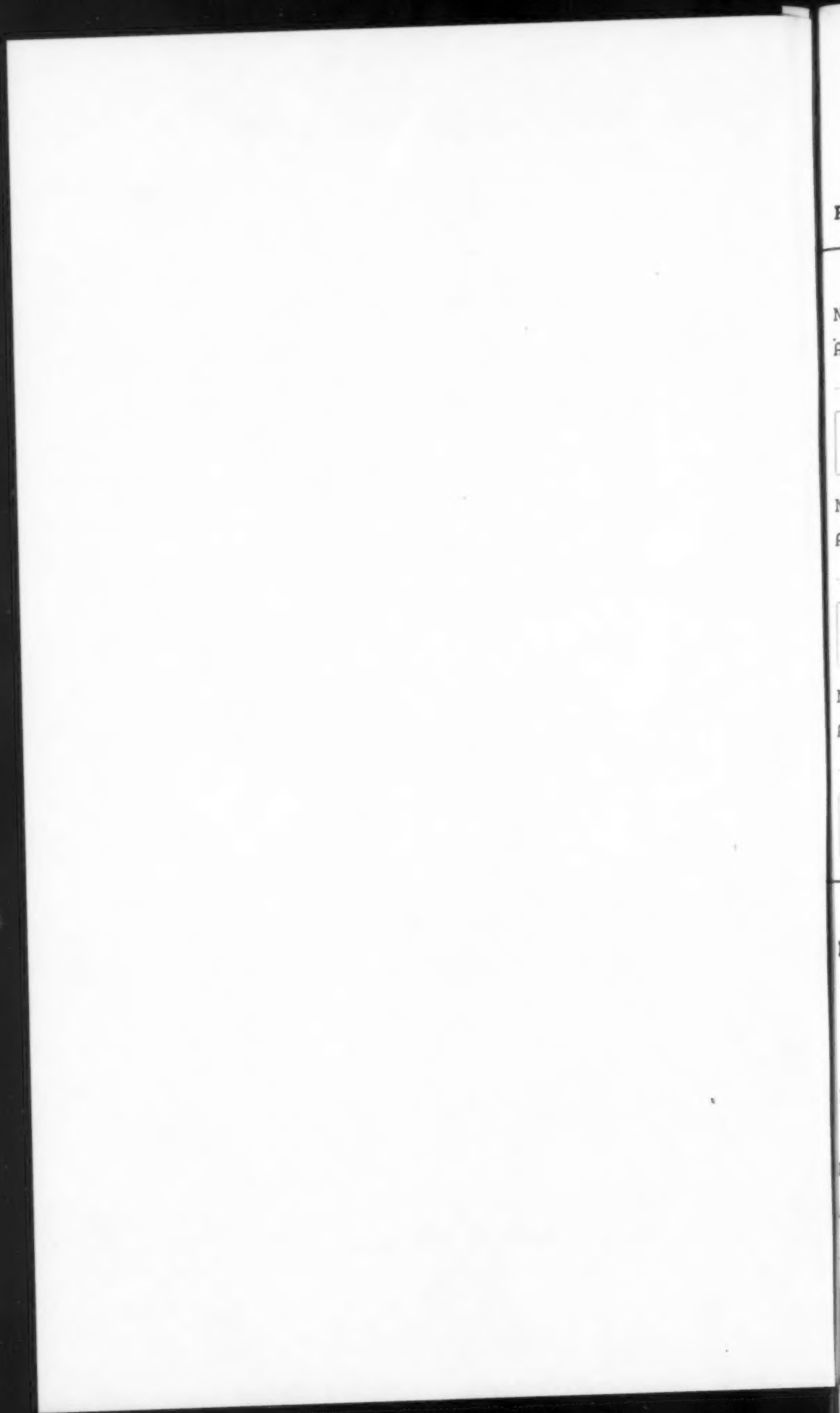
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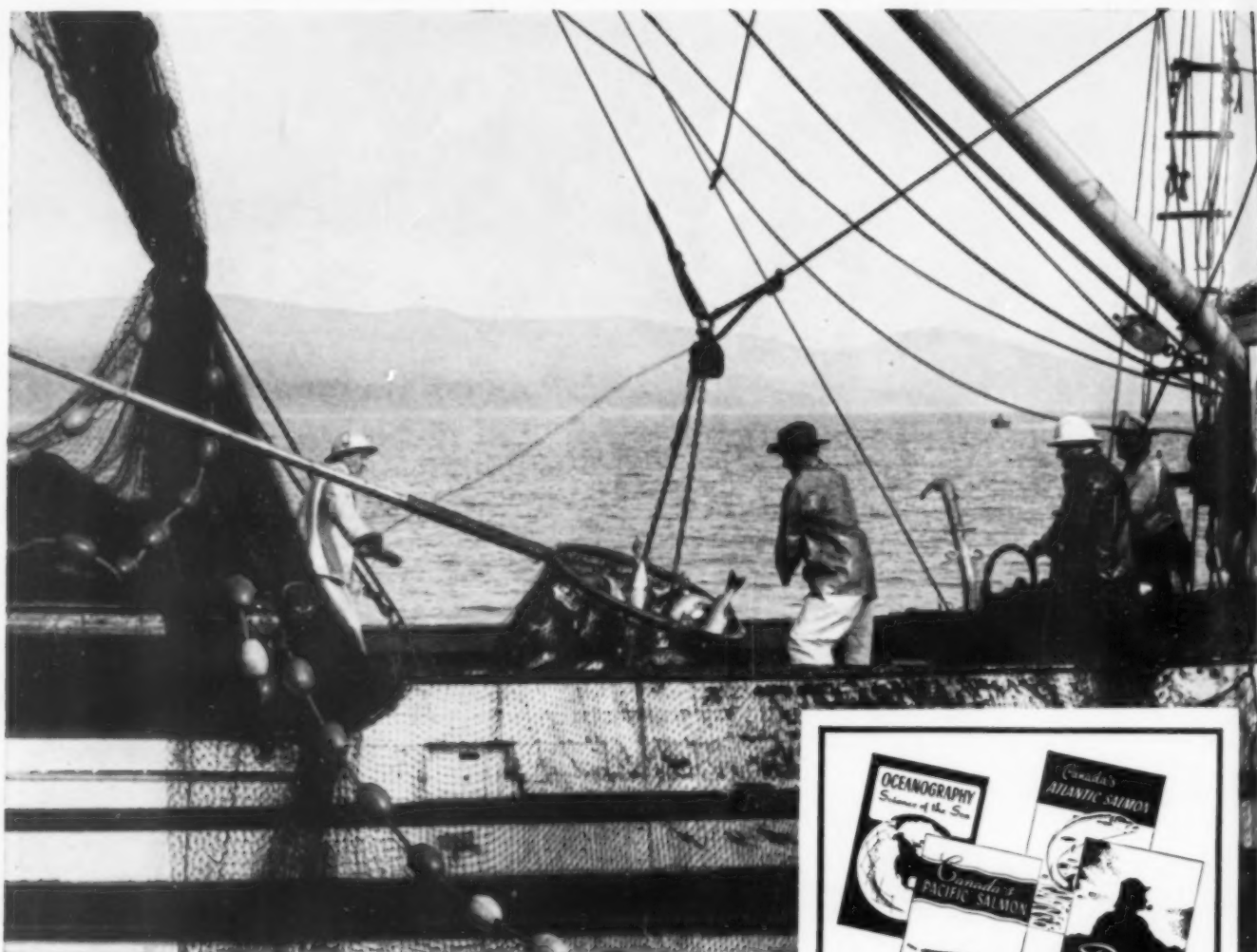
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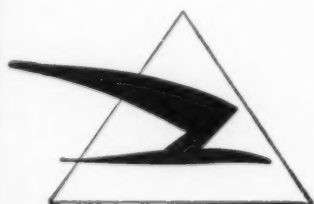
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